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MONDAY, JULY 27, 1908.

一拜禮 號七十二月七英曆

\$30 PER ANNUM.
SINGLE COPY, 10 CENTS.

Banks.

YOKOHAMA SPECIE BANK, LIMITED.

CAPITAL PAID-UP Yen 24,000,000
RESERVE FUNDS " 15,120,000

Head Office—YOKOHAMA

Branches and Agencies.

TOKIO, KOBE, OSAKA, NAGASAKI, LONDON, LYONS, NEW YORK, SAN FRANCISCO, HONOLULU, BOMBAY, SHANGHAI, HANKOW.

HONGKONG—INTEREST ALLOWED.
On Current Account at the rate of 3 per cent. per annum on the Daily Balance.

On fixed deposit—
For 12 months 5% p.a.
" 6 " 4% " "
" 3 " 3% " "
TAKEO TAKAMICHI, Manager.

Hongkong, 23rd March, 1908. [23]

INTERNATIONAL BANKING CORPORATION.

CAPITAL PAID UP GOLD \$5,250,000
ABOUT MEX \$7,222,222
RESERVE FUND GOLD \$5,250,000
ABOUT MEX \$7,222,222

HEAD OFFICE:
60 WALL STREET, NEW YORK.

LONDON OFFICE:
THREEDNEEDLE HOUSE, E.C.

LONDON BANKERS:
BANK OF ENGLAND,
NATIONAL PROVINCIAL BANK OF ENGLAND, LIMITED.

THE CAPITAL AND COUNTRIES BANK, LTD.
BRANCHES AND AGENTS ALL OVER THE WORLD.

THE Corporation transacts every Description of Banking and Exchange Business, receives Money in Current Account at the rate of 3% per annum on daily balances and accepts Fixed Deposits at the following rates—
For 12 months 4% per cent. per annum.
" 6 " 3 " " "
" 3 " 2 " " "

No. 9, Queen's Road Central, Hongkong.
W. M. ANDERSON, Manager.

Hongkong, 8th April, 1908. [25]

THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.
HEAD OFFICE—LONDON.

PAID-UP CAPITAL £1,200,000
RESERVE FUND £1,250,000
RESERVE LIABILITIES OF PROPRIETORS £1,200,000

INTEREST ALLOWED ON CURRENT ACCOUNT at the rate of 3 per cent. per annum on the Daily Balances.

On Fixed Deposits for 12 months 4 per cent.
" 6 " 3 " "
" 3 " 2 " "
JOHN ARMSTRONG, Manager.

Hongkong, 13th May, 1908. [29]

DEUTSCH ASIATISCHE BANK.

CAPITAL FULLY PAID-UP—Sh. Tael 7,500,000

HEAD OFFICE—SHANGHAI.
BOARD OF DIRECTORS: BERLIN.

BRANCHES:
Berlin, Calcutta, Hamburg, Hankow, Kobe, Peking, Singapore, Tientsin, Tientsin, Yokohama.

FOUNDED BY THE FOLLOWING BANKS AND BANKERS:
Koenigliche Scharbank (Prussia), the Staatsbank, Direction der Disconto-Gesellschaft, Deutsche Bank, S. Bleichroeder, Berliner Handels-Gesellschaft, Bank fuer Handel und Industrie, Robert Warshawsky & Co., Mendelssohn & Co., M. A. von Rothschild & Soehne, Frankfurt a.M., Norddeutsche Bank in Hamburg, Hamburg, Sal. Oppenheim jr. & Co., Koeln, Bayerische Hypothek und Wechselbank, Muenchen.

LONDON BANKERS:
Messrs. N. M. Rothschild & Sons, THE UNION OF LONDON AND SMITH'S BANK, LIMITED, DEUTSCHE BANK (BERLIN), LONDON AGENTS, DIRECTION DER DISCONTO GESELLSCHAFT.

INTEREST allowed on Current Account. DEPOSITS received on terms which may be learned on application. Every description of Banking and Exchange business transacted.

A. KOEHN, Manager.

Hongkong, 4th December, 1907. [30]

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL \$15,000,000
RESERVE FUNDS " 15,000,000

Head Office—HONGKONG

Branches and Agencies.

COURT OF DIRECTORS:
E. Shollin, Esq.—Chairman.
W. J. Gresson, Esq.—Deputy Chairman.
E. G. Barrett, Esq., O. G. R. Brodersen, Esq., G. Friesland, Esq., C. S. Gubbay, Esq., W. Helms, Esq., C. R. Leemann, Esq., R. Shewan, Esq., Hon. Mr. H. A. W. Slade, H. E. Tomkins, Esq.

CHIEF MANAGER:
Hongkong—J. R. M. SMITH, Manager.

Shanghai—W. ADAMS ORAM, Manager.
LONDON BANKERS—LONDON AND COUNTRY BANKING COMPANY, LIMITED.
HONGKONG—INTEREST ALLOWED:
On Current Account at the rate of 3 per cent. per annum on the daily balance.

ON FIXED DEPOSITS:
For 3 months, 2% per cent. per annum.
For 6 months, 3% per cent. per annum.
For 12 months, 4% per cent. per annum.
J. R. M. SMITH, Chief Manager.

Hongkong, 14th July, 1908. [34]

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.
INTEREST on deposits is allowed at 3% PER CENT. per annum.

Depositors may transfer at their option balances of \$100 or more to the HONGKONG AND SHANGHAI BANK to be placed on FIXED DEPOSIT at 4 PER CENT. per annum.

For the HONGKONG AND SHANGHAI BANKING CORPORATION,
J. R. M. SMITH, Chief Manager.

Hongkong, 12th January, 1907. [38]

NEDERLANDSCHE HANDEL-MAATSCHAPPIJ.

(Netherlands Trading Society.)

ESTABLISHED 1824.

PAID-UP CAPITAL FL. 45,000,000 (£3,750,000).
RESERVE FUND FL. 5,755,884.84 (about £479,407).

Head Office—AMSTERDAM.

Head Agency—BATAVIA.

BRANCHES:—Singapore, Penang, Shanghai, Rangoon, Samarang, Sourabaya, Cheribon, Tegal, Pecalongan, Paseroean, Tjilatjap, Padang, Medan (Deli), Palembang, Kota-Radja (Acheen), Bandjermasin.
Correspondents at Macassar, Bombay, Colombo, Madras, Pondicherry, Calcutta, Bangkok, Saigon, Haiphong, Hanoi, Amoy, Yokohama, Kobe, Melbourne, Sydney, New York, San Francisco, &c.

LONDON BANKERS:
THE UNION OF LONDON AND SMITH'S BANK, LIMITED.

THE Bank buys and sells and receives for collection Bills of Exchange, issues letters of credit on its Branches and correspondents in the East, on the Continent, in Great Britain, America, and Australia, and transacts banking business of every description.

INTEREST ALLOWED.
On Current Accounts 2% per annum on daily balances.

Fixed Deposits 12 months 4% per annum.
Do 6 do 4% do
Do 3 do 3% do
J. L. VAN HOUTEN, Agent.

Hongkong, 16th July 1908. [36]

INTERNATIONAL SLEEPING-CAR

and

EXPRESS TRAINS

(THE

GREAT TRANS-SIBERIAN ROUTE

TO EUROPE.)

HAVING been appointed AGENTS for the above Company, we shall be pleased to give any information as to rates of passage, &c., in connection with above.

SHEWAN, TOMES & CO. Agents.

Hongkong, 31st July, 1907. [47]

Mails.

PENINSULAR AND ORIENTAL

STEAM NAVIGATION COMPANY.

FOR STEAMERS TO SAIL ON

LONDON and ANTWERP VIA SINGAPORE, PENANG, COLOMBO, PORT SAID and MARSHILLES

SHANGHAI, MOJI, KOBE & NYANZA

SHANGHAI, MOJI, KOBE & NYANZA

LONDON, &c., via usual Ports

For Further Particulars, apply to

F. J. ABBOTT,

Acting Superintendent.

Hongkong, 25th July, 1908. [7]

Intimations.

LANE, CRAWFORD & CO.

LARGE SELECTION

BATH ROBES

LADIES & GENTLEMEN.

A MOST USEFUL WRAP

BATHING PARTIES.

Ladies' and Gentlemen's BATHING COSTUMES.

LANE, CRAWFORD & CO.



V. O. S.

EXTRA SPECIAL FINEST LIQUEUR

ARE THE BEST WHISKIES OBTAINABLE.

CALDBECK, MACGREGOR & CO.,

WINE AND SPIRIT MERCHANTS,
15, Queen's Road Central.

Telephone No. 75.

Hongkong, 2nd July, 1908. [40]

THE SAVOY, 13, Queen's Road Central.

FIRST CLASS GOODS:

New Regal Shoes and Monarch

Shirts.

Outfitters.

W. B. Corsets.

Ladies' Shoes.

Embroidered Linen and Swatow

Drawn Work, &c.

Hongkong, 2nd July, 1908. [63]

MUSIC LESSON.

LESSONS in Violin, Mandoline and Guitar at pupils' residences.
Evening engagements for Dances and Concerts.
Apply to—
E. J. LOPES,
Of the Hongkong Telegraph Office.
Hongkong, 2nd March, 1908. [64]

PEAK TRAMWAYS COMPANY, LIMITED.

TIME TABLE.

WEEK DAYS.

7.00 a.m. to 9.30 a.m. Every 10 minutes.
9.30 a.m. to 11.00 a.m. Every 15 minutes.
11.00 a.m. to 12.45 p.m. Every 15 minutes.
12.45 p.m. to 1.15 p.m. Every 10 minutes.
1.15 p.m. to 1.45 p.m. Every 15 minutes.
1.45 p.m. to 2.15 p.m. Every 10 minutes.
2.15 p.m. to 3.00 p.m. Every 15 minutes.
3.00 p.m. to 5.00 p.m. Every 15 minutes.
5.00 p.m. to 8.00 p.m. Every 15 minutes.

NIGHT CARS.

8.45 p.m. and 9 p.m. to 11.15 p.m. every half hour.

SUNDAYS.

8.00 a.m. to 9.00 a.m. Every 15 minutes.
9.00 a.m. to 9.30 a.m. Every 30 minutes.
9.30 a.m. to 10.30 a.m. Every 15 minutes.
10.30 a.m. to 11.00 a.m. Every 15 minutes.
11.00 a.m. to 12.00 noon Every 15 minutes.
12.00 noon to 1.00 p.m. Every 15 minutes.
1.00 p.m. to 1.30 p.m. Every 15 minutes.
1.30 p.m. to 2.00 p.m. Every 15 minutes.
2.00 p.m. to 2.30 p.m. Every 15 minutes.
2.30 p.m. to 3.00 p.m. Every 15 minutes.
3.00 p.m. to 5.00 p.m. Every 15 minutes.

NIGHT CARS at 2nd Week Days.

Extra cars at 9.15 p.m., 11.30 p.m. and 11.45 p.m.

SPECIAL CARS by Arrangement at the Company's Office, ALEXANDRA BUILDING, Des Voeux Road Central.

JOHN D. HUMPHREYS & SON, General Managers.

Hongkong, 4th June, 1907. [65]

Shipping—Steamers

HONGKONG, CANTON, MACAO AND WEST RIVER STEAMERS.

JOINT SERVICE OF

THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION COMPANY, LTD.

HONGKONG-CANTON LINE.

S.S. "HONAM" 2,351 Tons, "FATSHAN" 2,350 Tons, "KINSHAN" 1,991 Tons, "HEUNGSHAN" 1,998 Tons.

Departures from HONGKONG to CANTON daily at 8 A.M. (Sunday excepted), 10 P.M. (Saturday excepted).
Departures from CANTON to HONGKONG daily at 8 A.M. and 5.30 P.M. (Sunday excepted).
These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to their Superior Saloon and Cabin Accommodation.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.

HONGKONG-MACAO LINE.

S.S. "SUI-AN" 1,651 Tons and "SUI-TAI" 1,651 Tons.

Departures from Hongkong to Macao on week days at 8 A.M. from the Company's Wing Lok Street Wharf and at 2 P.M. from the Company's Wharf.

REDUCED SALOON RATES AT WEEK-END.

Saturday A.M. or P.M. departure, returning Sunday A.M. or P.M. \$5.00
Do do do do Monday do \$6.00

CANTON-MACAO LINE.

S.S. "HOI SANG".

Departures from MACAO to CANTON on Monday, Wednesday and Friday, at 9 P.M.

Departures from CANTON to MACAO on Tuesday, Thursday and Saturday, at 5 P.M.

JOINT SERVICE OF

HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVIGATION COMPANY, LTD., AND THE INDO-CHINA STEAM NAVIGATION COMPANY, LTD.

CANTON-WUCHOW LINE.

S.S. "SAINAM" 588 Tons and "NANNING" 569 Tons.

One of the above steamers leaves Canton for Wuchow every Monday, Wednesday and Friday, at about 8 A.M., and the other leaves Wuchow for Canton on the same days at 8.30 A.M. Round trips take about 5 days. These vessels have Superior Cabin Accommodation and are lighted throughout by electricity.

EXCURSION TO MACAO.

On SUNDAYS, the Company's Steamship "SUI-AN" will depart from the Company's Wing Lok Street Wharf at 9 A.M. Returning from Macao at 5 P.M.

Popular Excursion Rates as usual.

N.B.—The Company also runs a steamer from Macao on Sunday morning at 7.30 A.M. and from Hongkong at 1 P.M. from the Company's Wing Lok Street Wharf.

Further particulars may be obtained at the Office of the—

HONGKONG, CANTON & MACAO STEAMBOAT CO., LD., HOTEL MANSIONS, (FIRST FLOOR), opposite the Hongkong Hotel.

Hotels.

HOTEL CRAIGIEBURN,

PLUNKET'S GAP, the PEAK, near the TRAM TERMINUS Tel. 55.

For Terms, &c., apply to the

MANAGER.

Hongkong, 2nd July, 1908. [15]

CONNAUGHT HOTEL, HONGKONG.

A FIRST-CLASS EUROPEAN HOTEL

SITUATED IN THE MAIN STREET NEAR THE BANKS AND PRINCIPAL OFFICES.

STRICTLY EUROPEAN MANAGEMENT.

Wines and Spirits of the very Best Quality.

Bath to Every Room.

Hot and Cold Water Throughout.

Hotel Lunch Meets all Steamers.

Special Terms for Tourists and Parties or Families.

FOR TERMS APPLY TO—

THE MANAGER & AGENTS

HOTEL PLEASANTON,

No. 17, Water Street, Yokohama.

FIRST CLASS PRIVATE HOTEL—Newly Opened and Furnished Suites or Single

Rooms, Private Baths, Modern Sanitary Fittings, Electric Light, Up-to-date Appoint-

ments, Renowned Cuisine, Dark Room for Photographers. Charges Moderate.

HENRY LUTZ,

MANAGER.

Hongkong, 16th July, 1908. [67]

Hotel.

HONGKONG HOTEL.

FIRST CLASS AND UP-TO-DATE.

Military Band during dinner on Saturday Night.

A. F. DAVIES,

Manager.

Hongkong, 11th June, 1907. [1]

Mails.

NORDDEUTSCHER LLOYD,

BREMEN.

IMPERIAL GERMAN MAIL LINE.

FOR STEAMERS TO SAIL

NAPLES, GENOA, ALGIERS, "PRINZ LUDWIG" WEDNESDAY, 29th July.
GIBRALTAR, SOUTHAMPTON, Cap. F. v. Benzer
ANTWERP and BREMEN

SHANGHAI, NAGASAKI, KOBE, "PRINZ REGENT LUITPOLD" About WEDNESDAY, 29th July.
and YOKOHAMA Cap. H. Kerchner

MANILA, NEWGUINEA, BRIS- "PRINZ SIGISMUND" THURSDAY, 31st Aug.
BANE, SYDNEY and MEL- Cap. D. Lenz
BOURNE

KUDAT and SANDAKAN, "BORNEO" Beginning of August.
Cap. F. Sembill

For further Particulars, apply to

NORDDEUTSCHER LLOYD.

MELCHERS & CO.,

GENERAL AGENTS, HONGKONG & CHINA.

Hongkong, 27th July, 1908.

MESSAGERIES MARITIMES.

FRENCH MAIL LINES.

FORTNIGHTLY SERVICE TO and FROM EUROPE via SUEZ CANAL.
TO and FROM JAPAN via SHANGHAI.

FOR STEAMERS CAPTAINS TO SAIL ON

SHANGHAI, KOBE, YOKOHAMA, YAKKA, Sellier, 3rd Aug., P.M.

MARSEILLES, VIA PORTS, TOURANE, Lancelotti, 4th Aug., at 1 P.M.

SHANGHAI, KOBE, YOKOHAMA, AUSTRALIEN, Verron, 17th Aug., P.M.

MARSEILLES, VIA PORTS, ARMAND BEHIC, Guionnet, 18th Aug., 1 P.M.

Transshipment on the Co's Steamers at Singapore for Batavia; at Colombo for Calcutta, Bombay and Australia; at Port Said for the Levant, Constantinople and Black Sea.

Through Tickets to London via Paris from £27.10 up to £71.10. 20 hours' railway from Marseilles to London.

Interpreters meet passengers at their arrival in Marseilles.

For further particulars, apply to

P. NALIN,

ACTING AGENT,

QUEEN'S BUILDINGS.

Hongkong, 21st July, 1908.

CHARGEURS RÉUNIS.

FRENCH STEAMSHIP Co.—HEAD OFFICE: PARIS.

ALL ROUND THE WORLD LINE.

Outward: ANTWERP, DUNKIRK, LA PALlice, MARSEILLES, GENOA, NAPLES, COLOMBO, via SUEZ, SINGAPORE, HONGKONG, CHINA, WANTAO (Peking, Tientsin), KOBE, YOKOHAMA.

GENOA TO HONGKONG IN 30 DAYS.

NAPLES

Unique opportunity to make a tour in North-China and Japan with the Greatest Speed, Safety and Comfort.

Trans-Pacific: VICTORIA (B.C.), VANCOUVER, SEATTLE, SAN FRANCISCO.

Connecting with the Canadian Pacific Railway.

FREIGHT TO OVERLAND

PASSENGERS TO OVERLAND AND EUROPE via VANCOUVER.

YOKOHAMA—VANCOUVER 13 DAYS.

LONDON and PARIS 26

Homeward: MEXICO, RIVER PLATE, BRAZIL, LA PALlice, LIVERPOOL, via MAGELLAN STRAITS.

Proposed Sailings:

OUSSANT, 27th Aug. CEVLAN, 26th Nov.
MALTE, 12th Oct. COORSE, 11th Jan.

No passengers. * Intermediate class and rates of passage.
New Twin Screw 16,000 T. displac., 1st class accommodation, splendidly equipped with single berth cabins. All round the world ticket by these boats.

For further Particulars, apply to

P. NALIN, FRENCH MAIL OFFICE.

Hongkong, 27th July, 1908.

WEST RIVER BRITISH STEAMSHIP COMPANIES.

HONGKONG-WUCHOW LINE.

THE SUMMER

"LINTAN" and "SAN-UI"

SAIL FROM HONGKONG TWICE A WEEK AND COMPLETE THE ROUND TRIP IN 4 DAYS.

These steamers have Excellent Saloon Accommodation, and are Lighted Throughout by Electricity.

THE CLIMATE ON THE WEST RIVER DURING THE WINTER MONTHS IS VERY FINE AND EXHILIRATING.

For further information apply to—

BUTTERFIELD & SWIRE,

AGENTS, WEST RIVER BRITISH S.S. COMPANIES

Hongkong, 26th March, 1908.

Intimation.

THE YOKOHAMA DOCK CO., LTD.

No. 1 DOCK.

Length inside 514 ft. Width of entrance, top 95 ft., bottom 75 ft. Water on blocks, 27.5 ft. Time to pump out, 4 hours.

No. 2 DOCK.

Length inside, 375 ft. Width of entrance, top 60.5 ft. bottom 45.8 ft. Water on blocks, 26.5 ft. Time to pump out, 3 hours.

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of Captains and Engineers is respectfully called to the advantages offered for Docking and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns; for dealing quickly and cheaply with work and a large stock of material is always at hand, (plates and angles all being tested by Lloyd's surveyors).

Two powerful Twin Screw Towboats are available for taking Vessels in or out of Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable of lifting 35 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be guaranteed.

The cost of Docking, and repair work, will be found to compare favourably with that of any port in the world.

Telephone: Nos. 876, 506, or 681.

Telegrams, "Dock, Yokohama," Codes A. B. C. 4th and 5th Edt.

Liebert, Scotts,

A. I. and Watkins.

Yokohama, May 23rd, 1905.

[39]

Shipping—Steamers.

JAVA-CHINA-JAPAN LIJN

REGULAR THREE WEEKLY SERVICE

BETWEEN

JAVA, CHINA, AND JAPAN.

Steamer.	From	Expected on or about	Will leave for	On or about
TJIBODAS	JAPAN	Second half July	JAVA	Second half July
TJIKINI	JAVA	Second half July	JAPAN	Second half July
TJILWONG	JAPAN	First half Aug.	JAVA	First half Aug.
TJILATJAP	JAVA	First half Aug.	SHANGHAI	First half Aug.
TJIPANAS	JAPAN	First half Aug.	JAVA	First half Aug.
TJIMAH	JAVA	Second half Aug.	SHANGHAI	Second half Aug.

The Steamers are all fitted throughout with Electric Light and have Accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherland India Ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to

JAVA-CHINA-JAPAN LIJN.

Telephone No. 375.

YORK BUILDINGS, 1st floor,

Hongkong, 17th July, 1908.

[16]

MESSAGERIES CANTONNAISES.

FRENCH LINE OF STEAMERS BETWEEN HONGKONG, CANTON AND KOUANG-SI.

S.S. "PAUL BEAU," 1,000 tons, 14 knots.

S.S. "CHARLES HARDOUIN," 1,000 tons, 14 knots.

The speediest, most luxuriously appointed and punctual steamers on the line.

Departure from Hongkong at 10 P.M. (Sundays excepted).

Departure from Canton at 5.15 P.M. (Sundays excepted).

These superb steamers carrying the French Mail are fitted throughout with Electric Light and Fans and were specially built for this trade. Excellent cuisine.

The Company's Own Wharf near Wing Lok Street.

Canton Agents: Messrs. E. Pasquet & Co.

For further particulars, please apply to—

BARRETTO & CO.,

Agents.

[2]

Hongkong, 28th March, 1908.

Dentistry.

TSIN TING.

LATEST METHODS OF DENTISTRY.

STUDIO AT NO. 14, D'AGUIAR STREET.

REASONABLE FEES.

Consultation Free.

Hongkong, 20th June, 1904.

DR. M. H. CHAUN,

THE LATEST METHOD

of the

AMERICAN SYSTEM OF DENTISTRY

13, QUEEN'S ROAD CENTRAL.

From the University of Pennsylvania, U.S.A.

Hongkong, 16th April, 1907.

[6]

FRENCH STORE.

6, QUEEN'S ROAD CENTRAL.

A FRESH supply of French and English preserves just to hand—

TRUFFLED SAUSAGE,

BREAKFAST BACON,

CALF'S HEAD & HAM,

PEAS & HAM,

PORK, MUTTON & VEAL CUTLETS,

CHICKEN & HAM,

VEAL & GAME PATES,

MUTTON & CHICKEN CURRY,

ASSORTED SOUPS,

FRENCH JAM &

FRUITS IN SYRUP, &c.

Hongkong, 17th July, 1908.

[19]

LAW REFORM IN CHINA.

The incentive which powerfully attracts China towards a sweeping reform of her system of laws, extending even to a discussion of constitutional amendment, is the hope that such reform may have the effect of hastening the surrender of extra-territorial rights in China. Hence the problem of law reform will be approached with this end in view, and no scheme of reform will be acceptable which does not place this consideration above all others. Consequently it will be necessary, like Japan, to clear at a single bound the chaos which separates the paternalistic rule of the modern rulers of Western municipal law, making it the more difficult to utilize any existing methods, however serviceable, their retention might be, which in Western eyes might bear the taint of absurdity. It will thus be readily seen that China will feel herself unable to accept the counsel of the timid, to make haste slowly in the matter of law reform; for it is felt that unless reform is thorough-going, its main object might for this reason be defeated.

Outside of the wish to shake off the alien chains of extra-territoriality, there is probably little spontaneous internal demand for the reform of China's system of laws. Whilst in form archaic and of little juridical culture, still it by no means follows as of course that its actual administration results in a proportional multiplication of concrete injustice. The quality of justice which is the fruit of a legal system does not depend upon the law's substantive rules, but depends almost entirely upon its administration. Human life is cheap in China, and the humane Anglo-Saxon rule in criminal cases requiring proof beyond a reasonable doubt would be looked upon as itself unjust in China. The administration of criminal law is extremely severe, but this is believed to be a necessity. Nevertheless, it is at least doubtful whether more actual injustice is accomplished in the administration of Chinese law than in the administration of the laws of many highly civilized States. Technicality of procedure and the academic spirit of technique, which utterly blights the administration of American criminal law, and exercises a pervasive influence upon the administration of law in all civilized countries, in China has no existence. Furthermore, we of the West write off to the 'account of humanity a word of veritable injustice (none the less injustice because crying for the aid of leniency) which in China is unknown on account of the implacable characteristic of legal administration.

The drafting of a set of rules of the substantive law for China should not be a difficult task. Japanese professors in the Tokio University performed the task in the case of the present Japanese Code by simply keeping before them the new German Code as a model. While of course the work may be performed well or ill, according to the character of the supervision employed, still there is little scope for far wrong provided adherence is had to modern legislative standards. Under the influence of the consensus of civilization, the rules of municipal law approach now very near to a common humane standard of equity and justice.

As to be expected from the inherent simplicity of the subject the criminal law of China differs not very greatly in essence from the criminal law of modern countries. In fact, the shrewd and capable manner in which the Chinese law defines and penalizes those fundamental crimes against the commission of which all the world has ever legislated, furnishes a fair augury of Chinese potential capability. Here is a subject on which the native sagacity of the Chinese and of the foreigner meet on common and level ground, neither being handicapped by lack of knowledge or backwardness in civilized advance, and it is fair to say that the Chinese legislator fully justifies the friendliest hopes of his intelligence and capacity. As an illustration of this point, the Chinese rule for the punishment for accidental homicide is worth noting. Though the killing be purely accidental and the accused be free of culpable negligence or blame, whilst not otherwise punishable, he is nevertheless mulcted of a fine which goes to the family of the deceased. Bentham long ago pointed out that the balance in such cases ought to incline in favour of him who suffers the injury rather than in favour of him who commits it, and the adoption of satisfactory or compensatory remedies such as the penal remedy afforded by the Chinese rule referred to marks a distinct feature of modern law reform, as it is recognized that laws are very imperfect upon this point.

There are two considerations which indicate the directions the modification of the present criminal law should take in the process of a reformation. First, only the simplest and most rudimentary crimes are as yet carefully and accurately defined. There will need to be a considerable addition to the body of existing law in this respect. Second, the purely civil rights and duties at present enforced by a penal sanction should be more plainly differentiated from the criminal law, and in most instances such penalties should be substituted by a right to seek redress by civil action, merely. It is remarkable how many writers and publicists who assume to speak with authority concerning China have fallen into the egregious error of presuming that China's penal codes synonymous with Western penal codes and embraces merely the criminal law! The patent fact is that in the patriarchal legal system of China civil offences are penalized in identically the same fashions as criminal acts and hence are included within the so-called Penal Code.

With the qualification that cruel and unusual punishment like the *ling-chi* should be done away with, the forms of punishment now in use in China should be retained, except that possibly the substitution of hanging for strangulation might be a useful concession to Western humanitarianism. Corporal punishment (the bamboo) should emphatically be adhered to as a punishment for which there exists no substitute in efficiency. There should be no fear of Western ridicule, for the system of public flogging, such a case can spring only from Western ignorance, since the whipping-post and punishment tends to gain in favour and has been reintroduced into some of the most civilized of modern legislative communities.

The one barbarous accompaniment of Chinese criminal procedure, in dispensing with which the greatest difficulty will be experienced is the torture-chamber. During the last two decades more than one Imperial Edict has been issued reciting the disavowal with which this administrative expedient is viewed and bidding officials throughout the Empire to discontinue its use in court proceedings. From most of the Provinces the receipt has been that it was as yet impossible to preserve order and administer justice without the use of torture. This is but another manifestation of the same practical fact which call for the retention of corporal punishment. The fear which the infliction of physical pain is able to instill as a preventive to crime has not as yet been substituted in China by the saner terror which only an alert, vigorous and stern administration of law will be able to inspire. Here we get a glimpse of the rooted fear of the yamen based on terrorism, which it will be a very difficult problem, without the sacrifice of orderly administration, to dissolve into a wholesome dread, not superstitious or too overwhelming.

In the draft of a civil code for China, the gravest difficulty which will present itself will probably be the question of the family law. Shall China retain those ancient patriarchal customs, which, on the one hand, are absolutely fundamental in her wonderful unified social scheme and which have made her the greatest breeding nation on earth, but which nevertheless stifle individualistic expansion, the watchword of progress, and which totally segregate China from the universal life of the modern world? It must be well considered whether any arbitrary alteration in the rules which sanction the dearest and most ancient customs of the Chinese people, and hence no socialistic meddling, but only the extreme and wisest care should be employed in so grave a problem. For instance, a tremendous revolution could be worked in Chinese society by a very simple provision, namely, by fixing an age for the legal majority and emancipation of children, at the attainment of which the *patris potestas* should cease. By means of a few added similar provisions, it would be easily possible to rob the whole patriarchal system of its present vital power, leaving it a mere skeleton frame, such as the family law of Japan. Certainly the wishes of the people and the demands of modernity call for some reform, for example, such as the elevation and strengthening of the wife's status within the family. The authority of the mother-in-law in China is a veritable universal curse, just as the mere presence of that personage is an occasional nuisance amongst Western people.

The enactment of an age of legal majority and emancipation from the paternal authority would greatly help towards clipping the extensive civil obligations of consanguinity springing from residence under one roof of various family lines. Thus the craving for greater individual freedom, the beginnings of which can be plainly discerned amongst the Chinese people, against the rule exacting responsibility from brothers (for instance) for a brother's debts or delinquencies. The abrogation of the most oppressive of these rules, would naturally follow the emancipation of adult children and their habitual departure at majority, as in Western countries, from the paternal dwelling.

On the character of the procedural law adopted, and the actual administration under that procedure, hinges pre-eminently China's hope and opportunity of taking and holding a high place as a juristic nation. The task of drafting a code of substantive municipal law which shall embody the basic principles of modern legal nations of equity and justice is easy compared to the duty of actual administration. Practically all civilized nations have laws of approximately equal goodness, but only one or two countries of the world administer those laws with such success as to win the trust and confidence of the body of their own people. Hence the problem of procedure becomes of the utmost importance. Here China has one great advantage—there are no lawyers in China, and this fact gives her a free hand, untrammelled by the claims of vested interests and unhampered by the selfish or jaundiced views of an interested class. The work of the court advocate in China, so far as there is any demand for it and to the extent permitted by the discretion of Judges, is performed by the law-secretary, who prepares the case of his client, but further than this has only a quasi-official standing in the hearing of the case, and is tolerated or not as the Judges feel disposed. The court work which the law-secretary performs, however, is no light task. To make this anomalous functionary might easily be substituted by a small number of Government Advocates, say two for each court of importance, for whose services litigants should pay the court a very small fee, which could be made much smaller than that exacted even by the law-secretary. The object aimed at would be to avoid the feckless creation of a large professional class, for which there has never arisen an economic need in China. This plan, it is believed, would be peculiarly suitable to the needs of China, because it is an appropriate approach to the old law-secretary system now in vogue.

Should China succeed in the establishment of the system of Government Advocates suggested, the Utopian dream of it would for once win for a Chinese institution the interest and respect of the advanced civilized world, and actually place China, to this extent, in the unprecedented position of blazing a way in the path of universal progress, instead of following as she does in so many ways, a thousand years or more in the rear. China's need of a new Code of Laws is especially noticeable at the treaty ports, such as Shanghai. In these cities, on account of the greater severity of the present Chinese law and the extensive ramifications of its patriarchal mandates, Chinese living side by side in the same settlement with foreigners are subjected to a stricter and more wide-spread set of obligations. For example, according to Western law, criminal cases may not in any event be initiated except upon an injury to the person of another, or a case involving damage to property, being the basis only of a civil suit. Yet Chinese, residing in the Shanghai Settlements are often convicted and sentenced to imprisonment by the Mixed Court for carelessness, the result of which is merely damage to the property of another, the other being usually a foreigner. This is a case of a higher responsibility than the foreigner who has side by side with him in the same Settlement, and who is not liable to the same penalties. It is a case of a higher responsibility than the foreigner who has side by side with him in the same Settlement, and who is not liable to the same penalties. It is a case of a higher responsibility than the foreigner who has side by side with him in the same Settlement, and who is not liable to the same penalties.

Intimation.

Wm. Powell, Ltd.,
Gentlemen's
Department,
28, Queen's Road.

Direct
Importers
GENTLEMEN'S
**PANAMA
HATS.**
Smart
and
Exclusive
NECKWEAR.

Specialists
in
Gentlemen's
Hosiery.

Cool
and
Durable
**SINGLET
AND
SHIRTS.**

Latest
Patterns
in
SOCKS.

**W.M. POWELL,
LTD.,**
General Drapers,
Furnishers,
Des Voeux Road,
and
28, Queen's Road,
HONGKONG.

Hongkong 14th July, 1908.

Public Companies.

HONGKONG, CANTON AND MACAO STEAMBOAT COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE EIGHTY-FOURTH ORDINARY HALF-YEARLY MEETING of SHAREHOLDERS in the Company, will be held at the Office of the Company, Hotel Mansions, on TUESDAY, the 11th August, at 12 o'clock Noon, for the purpose of receiving a Report of the Directors, together with a statement of Accounts, declaring a Dividend, confirming the appointment of Directors; and selecting Directors and Auditors.

The TRANSFER BOOKS of the Company will be CLOSED from the 28th July to 11th August, both days inclusive.

By Order of the Board of Directors,
W. E. CLARKE,
Secretary.

Hongkong, 18th July, 1908. [682]

THE HONGKONG LAND INVESTMENT & AGENCY COMPANY, LIMITED.

AN INTERIM DIVIDEND of 15.50 per Share for the six months ending 30th June, 1908, will be payable on the 29th inst., on which date Dividend Warrants may be obtained on application at the Company's Office.

The TRANSFER BOOKS of the Company will be CLOSED from WEDNESDAY, the 2nd instant, to WEDNESDAY, the 29th instant, (both days inclusive), during which period no transfer of shares can be registered.

By Order of the Board of Directors,
A. SHELTON HOOPER,
Secretary.

Hongkong, 14th July, 1908. [667]

THE WEST POINT BUILDING COMPANY, LIMITED.

AN INTERIM DIVIDEND of Dollars Two per Share for the Six Months ending 30th June, 1908, will be payable on the 29th instant, on which date Dividend Warrants may be obtained on application at the Company's Office.

The TRANSFER BOOKS of the Company will be CLOSED from WEDNESDAY, the 2nd instant, to WEDNESDAY, the 29th instant, (both days inclusive), during which period no transfer of shares can be registered.

By Order of the Board of Directors,
A. SHELTON HOOPER,
Secretary to the Hongkong Land Investment and Agency Company, Ltd.
General Agents for The West Point Building Company, Ltd.

Hongkong, 14th July, 1908. [668]

Notices of Firms.

KOWLOON HOTEL.

NOTICE.

THE Undersigned begs to Notify his Clients and the Public generally that he has admitted Mr. P. E. FRED STONE, into PARTNERSHIP with him in the business of the above Hotel as from 1st July, 1908, under the name and style of "OWEN, STONE & CO."

O. E. OWEN, Proprietor.

NOTICE.

MR. P. E. FRED STONE has the pleasure to inform his numerous Friends and Acquaintances (abroad and at home) that he has joined Mr. O. E. OWEN as a PARTNER in the business of the KOWLOON HOTEL, as from the 1st July, 1908, under the name and style of "OWEN, STONE & CO."

He trusts that they will extend to the new Firm a Share of their patronage.

Hongkong, 13th July, 1908. [663]

Intimations.

THE CHINA PROVIDENT LOAN AND MORTGAGE CO., LTD.

(CAPITAL PAID UP \$1,250,000)

Loans on Mortgage of House Property, &c.
Goods received on Storage.
Advances made on Merchandise.
Loans made on the Provident System.
(Rates and Particulars on application).

THE OFFICE OF
TRUSTEE, EXECUTOR OF WILLS,
ATTORNEY, &c.,
Undertaken and Executed.

SHEWAN TOMES & Co.,
General Managers.
Hongkong, 19th March, 1908. [48]

THERAPION MAY NOW ALSO BE OBTAINED IN DRAGEE (TASTELSS) FORM.
CURE NO FURTHER MARVEL UPON MARVEL!
NO SUFFERING
NE NOW DESPAIR!
But a doctor's bill or fall into the hands of a quackery, may safely, speedily, and cheaply, be cured without the knowledge of a quack. By the introduction of THERAPION.

1. THERAPION
A complete revolution has been wrought in the department of medical science, whilst thousands have been restored to health and happiness who for years previously had been merely dragging out a miserable existence.

THERAPION No. 1—A Sovereign Remedy for discharges, superfluous injections, the use of which does irreparable harm by laying the foundation of sterility and other serious diseases.

THERAPION No. 2—A Sovereign Remedy for primary and secondary skin eruptions, pimples, and swellings of the joints, and all those complaints which are caused by impurities in the blood, and which are generally popularly but erroneously supposed to be cured by the use of mercury.

THERAPION No. 3—A Sovereign Remedy for all venereal diseases, whether they be in the blood, or in the system, and which are generally popularly but erroneously supposed to be cured by the use of mercury.

THERAPION No. 4—A Sovereign Remedy for all venereal diseases, whether they be in the blood, or in the system, and which are generally popularly but erroneously supposed to be cured by the use of mercury.

THERAPION No. 5—A Sovereign Remedy for all venereal diseases, whether they be in the blood, or in the system, and which are generally popularly but erroneously supposed to be cured by the use of mercury.

Sold by all Chemists. [65-D]

Auction.

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by PUBLIC AUCTION:
For account of the Estate of the late Colonel Martin,
on
WEDNESDAY,

the 29th July, 1908, at 1.30 P.M., at their Sales Rooms, No. 6, Des Voeux Road, corner of Ice House Street,
SUNDRY GOODS AND EFFECTS,
belonging to the above Estate.

TERMS: As usual.
HUGHES & HOUGH,
Auctioneers,
Hongkong, 18th July, 1908. [683]

Intimations.

BANK HOLIDAY.

IN accordance with Ordinance No. 6 of 1875 the EXCHANGE BANKS will be CLOSED for the Transaction of Public Business on MONDAY, 3rd August.

Hongkong, 25th July, 1908. [698]

F. BLACKHEAD & Co.,
SHIP-CHANDLERS, SAILMAKERS,
COAL AND PROVISION MERCHANTS, NAVAL CONTRACTORS
AND GENERAL COMMISSION AGENTS,
GROUND FLOOR,
ST. GEORGE'S BUILDING,
HONGKONG,
SOAP AND SODA MANUFACTURERS.

SOLE AGENTS FOR
HARTMANN'S RAHTJEN'S GENUINE COMPOSITION RED HAND BRAND, HARTMANN'S GREY PAINT
DAIMLER'S PATENT MOTOR LAUNCHES,
&c., &c.

Sole Agents for
FERGUSON'S SPECIAL CREAM and
P & O SPECIAL LIQUOR SCOTCH WHISKY, &c.
EVERY KIND OF
SHIP'S STORES AND REQUISITES—
ALWAYS IN STOCK
AT
REASONABLE PRICES
Hongkong with Messrs. 1908.

GREEN ISLAND CEMENT COMPANY, LIMITED.

PORTLAND CEMENT.

1. Casks of 37½ lbs. net \$5.50 per Cask ex Factory.

10 Bags of 40 lbs. net \$8.85 per Bag ex Factory.

SHEWAN TOMES & Co.,
General Managers.
Hongkong 28th April, 1908. [625]

THE RESTORATION OF MRS. SILVA OF HANGKOW, HIAH—THOUGHT TO BE DYING OF "DECLINE"—BY
Dr. Williams' Pink Pills
ENTHUSIASTICALLY DESCRIBED BY HER GRATEFUL HUSBAND.

"Decline," or incipient Consumption, frequently arises from neglected Anaemia, especially in a hot climate. It is due to deficiency of blood; its symptoms are, a gradual decay of strength; loss of appetite; inability to derive benefit from food eaten; muscular weakness; a condition of not being well, without any specific pain; gradual fading away, until death overtakes the patient. Dr. Williams' Pink Pills have frequently restored sufferers from "Decline" to health, as in the case of Mrs. Silva described below, because they give new, rich, revivifying blood to the veins with every dose.

Mr. S. D. Austin Silva lives at Windhill Road, Bangkok, Siam, and is engaged in the profession of milking. "Some two years ago my wife fell into a 'decline,' said Mr. Silva. 'She became exceedingly thin and pale, her eyes were sunken and had a yellowish hue, she could sleep but little either night or day. Her sad condition was a source of constant anxiety to me, for I feared she would never get well again. We tried all sorts of medicines but none of them did my wife any good; in fact the more medicine she took the worse she seemed to get.'

"One day just over a year ago a small pamphlet came into my hands telling of some noteworthy cures by Dr. Williams' Pink Pills; and this led me to buy some of those Pills in the hope that they would benefit my poor wife. Before she had finished the contents of one bottle there was a decided change for the better in her condition. Eight bottles of the Pills completely cured her. They restored her appetite, gave her back her strength, enabled her to sleep well, made her eyes bright and clear, and brought the glow and fullness of health back to her pallid sunken cheeks. It is now a year since my wife's wonderful cure by Dr. Williams' Pink Pills for Pale People, and since then she has had no return of sickness. You may make whatever use you think best of my testimony."

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THE HONGKONG ICE COMPANY, LTD.,
GOLD STORAGE available at EAST POINT. Stores will be open at 10 A.M. and 4 P.M. daily, Sunday excepted, to receive and deliver perishable goods.

WM. FARLAN
Manager.
Hongkong, 22nd June, 1908. [61]

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COMMERCIAL.

FREIGHT MARKET.

Messrs. Lamke and Rogge write in their fortnightly report of 25th July:—

There is no improvement to report in the condition of the freight market, which in every direction is wretchedly dull and inactive. Some of the rates of freight accepted during the past fortnight again illustrate to what straits owners are reduced to provide employment for their boats, and the employment, when secured, often means that the vessels are actually being run on a losing basis. This applies in particular to the boats that nowadays find themselves under the necessity of proceeding in ballast to their port of loading. Needless to say, steamers of all sizes continue to be unemployed.

Saigon Hongkong:—Early during the period under review three steamers managed to secure engagement at 14 cents per picul, but latterly not even 15 cents has been obtainable.

From Saigon to Philippines and Saigon to N.C. Java a fixture each has taken place for forward loading at 20 cents per picul. Another charter has been arranged from Saigon to Singapore on lump sum basis, rate working out at a fraction over 13 cents.

Bangkok/Hongkong:—A 2,000 tons carrier is reported settled on "liners" terms. Java/Hongkong freights remain dead.

From Newchwang to Canton a C. N. Co.'s steamer has been fixed for a pri-cargo of 70/12000 piculs at 20 cents.

To load hence to Singapore Norwegian s.s. Drufur has been engaged at \$4.00 in full.

Coal freights from Japan continue at unremunerative figures with next to nothing doing. Only one charter has been drawn from Moji to this port at \$1.30.

The following other coal fixtures are on record: Labuan to Swatow at \$2.15, Palohat to Khorichang at \$1.25, Hongay to Canton at \$1.45.

Sail Tonnage, Loading or to Load:—For Baltimore and/or New York:—Brit. ship *Jaeger*, 2,051 tons reg., arrived 6th June. Brit. ship *King George*, 2,057 tons reg., arrived 2nd July.

Sail Tonnage, Disengaged:—None.

Departure of Sailers:—None.

"MY WIFE'S WONDERFUL CURE."

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Intimations.



A. S. WATSON & CO.,
LIMITED.

ESTABLISHED A.D. 1841.

**OUR
AERATED
WATERS**

are guaranteed ABSOLUTELY PURE, being manufactured with the FINEST INGREDIENTS OBTAINABLE. These Waters are manufactured UNDER THE PERSONAL SUPERVISION OF ENGLISH EXPERTS.

The most up-to-date Automatic Plants and Appliances are employed, ensuring ENTIRE ABSENCE OF ANY FORM OF CONTAMINATION.

THIS SEASON'S SPECIALITIES

**LIME FRUIT
CHAMPAGNE,
DRY GINGER ALE**
in Split :

Price \$1.20 per dozen.

Credit given of 60 cents per dozen for bottles returned in good condition.

**WATSON'S
FRUIT SYRUPS**

Mixed with Aerated or plain water make

**DELICIOUS COOLING
DRINKS.**

Guaranteed to be made from the PURE JUICE OF SOUND RIPED FRUIT.

A. S. WATSON & CO.,
LIMITED,
HONGKONG, CHINA & MANILA.

Established 1841.

Hongkong, 18th July, 1908. [33]

The Hongkong Telegraph

HONGKONG, MONDAY, JULY 27, 1908.

**CURRENCY CONFUSION IN
HONGKONG.**

Notwithstanding the repeated representations which have been made by the Government in Hongkong, acting on the advice of the Chamber of Commerce, to the provincial authorities of Canton with respect to the chaotic confusion in the currency of the Colony caused by the circulation of debased Kwangtung coins, little or no satisfaction has been obtained; and the monetary complexities are being increased almost every day by the capricious action of the Canton Mint. Last week our Canton correspondent reported that forty thousand Kwangtung silver dollars had been put into circulation, but as few of these coins were to be found circulating in Canton it was supposed that some astute people with an eye to business had collected these dollar coins at a discount and were returning them to the melting pot. The Viceroy, suspecting this, was said to have given instructions to his subordinates to make inquiry into the matter and to devise means to check the absorption of the new tokens so as not to restrict the currency. It is now evident from the appearance of a considerable number of the new Kwangtung dollars in Hongkong that the original presumption as to the destination of the coins was erroneous, although it may not have been without justification. It is only within the last few days that the latest examples of the energy of the Canton Mint have come to hand but already they threaten to demoralise still further the currency of the Colony, for the simple reason that the money-changers have placed them in the same category as the Kwangtung 20-cent pieces, and while quite prepared to act as the media for their circulation as dollars refuse to accept them except at a discount. The new dollars, it may be stated, are of excellent finish and design, the edges are admirably killed, and indeed the coins compare favourably with anything that has previously been minted in Canton, but they are a debased article, which is bound to affect very seriously the receipts of those who have any

considerable dealings in subsidiary currency. Not only are these Kwangtung dollars below the exchange value of the British dollar, but they bear the "chop" of those Canton dealers by whom they have been circulated in Hongkong, which means that in a double sense they are not legal tender in this Colony. At one time the Chamber of Commerce sought to have it enacted that to chop British dollars should be considered an infringement of the law, but for a variety of reasons it was not considered advisable to give effect to that recommendation, although the presence of a Chinese chop is by no means calculated to enhance the value of the coin. Now that these silver tokens have entered the local market and are being circulated in the native bazaar, it may be assumed that Hongkong will shortly be in possession of the entire 40,000 which were issued by the Mint in the middle of the month. Such a result is in the nature of a calamity for it will still further complicate the subsidiary coinage and exasperate those who have anything to do with it. The Viceroy of Canton, we are told, is strongly opposed to the disappearance of these coins owing to the inconvenience which is caused in his territory by the absence of silver dollars, and, as we have seen, His Excellency has given orders to find out what has become of them in order that steps may be taken to retain the tokens in Canton for the use of the mercantile community. If the Viceroy is really in earnest in his desire to restrain the exodus of the new dollars, it is only necessary for him to adopt such measures as will effectually check the exportation of the tokens from Canton. Certainly no obstacle will be placed in His Excellency's way by the people of Hongkong, who would be only too glad to learn that there had been a stop put to the possible introduction of an unlimited supply of the new money into this Colony. Forty thousand silver dollars may not seem to be an extraordinary amount to send into circulation, but when it is remembered that these dollars are only dollars in name and not in fact or in law, and that the Canton Mint may find it necessary to meet the requirements of merchants in Canton by coining another supply of silver dollars which in turn will also be shipped to Hongkong the serious effect on the currency of Hongkong can quite easily be realised. So long as the money-changers see an opportunity of making money both by acquiring the coins in Canton at a discount and selling them in Hongkong at a profit they are certain to do their utmost to increase their circulation in this Colony. It therefore behoves the Chamber of Commerce to deal with the question promptly in order that the evil may be averted if possible. As a matter of fact, it is surprising that the Chamber has not before this thought it necessary to call the attention of the Government to the unfortunate effect which the introduction of these coins will have on the monetary system of Hongkong, especially as the Chamber in May, 1907, saw fit in a letter to the Colonial Secretary to animadvert on this very subject. In that letter, the chairman of the Chamber wrote: "A few Kwangtung silver dollars have in the past been issued but have now almost entirely disappeared, having been reminted into depreciated subsidiary coins. It is now understood that the provincial authorities intend making a new issue of dollars with a view, so it is reported, of raising revenue; if this be the intention then either the weight or the fineness will be reduced, thus still further increasing the monetary confusion which already exists in China." What the Chamber of Commerce feared a year ago has come to pass. It is, therefore, the duty of the responsible Committee of the Chamber to take such steps as may lead to the retention of the dollars within the legitimate sphere for which they were intended. We are already the subservient servants of Kwangtung \$1, \$5 and \$10 notes which are not worth their face value, being redeemable in Chinese subsidiary coin; we have been inundated with 20-cent pieces which are at a discount of anything between five and ten per cent., and all the remainder of our subsidiary token money is equally as debased and depreciated. For once, the Government of Hongkong, even without direct representations from the Chamber of Commerce, might perform a friendly act which would gratify the Viceroy of Canton by informing His Excellency, through the British Consul-General, where his missing silver dollars have gone, and recommending at the same time that if His Excellency is really anxious to retain the new tokens instructions should be given to the financial caretakers of the provincial treasury to adopt such measures as may be best calculated to prevent their wholesale despatch to this Colony.

"IT'S AN'ILL WIND."

Although Hongkong is far from the direct range of the disturbances which have broken out in the important manufacturing centre of Bombay, the effects of the riots and the closing of the mills are certain to be reflected on the yarn market of this Colony. For nearly two years the yarn importers in Hongkong have been at their wits' end to steer a clear course through the troubles which have beset the yarn trade, following a

period of rash speculation on the part of Chinese buyers who were caught in the toils by a succession of droughts and floods in the neighbouring provinces, which reduced to a minimum the purchasing capacity of the peasantry. Many prominent firms went to the wall as the result of their inability to take up the orders they had placed in advance, and if it had not been for the complicity of the importers in agreeing to allow settlements to stand over until more prosperous times and to permit stocks to remain unliquidated pending the resuscitation of trade the courtesies would have been flooded with petitions in bankruptcy which would have involved importers as well as speculators in financial ruin. By the scheme of mutual assistance which was adopted, the period of distress was tide over, even although prospects continued to be gloomy. Representations were made to the mill-owners of Bombay that it would be advisable to work the factories on short time, and at first that proposition received the assent of the principal manufacturers in the great yarn emporium of India, but later advice showed that the workers, who entirely failed to recognise the seriousness of the situation, refused to submit to this proposal. Both Hongkong and Shanghai were glutted with unsold stocks of yarn for which there was no demand. Buyers held back in the expectancy of lower prices and trade was at a standstill. Such a condition of things, combined with a determined effort on the part of the Japanese to grab the Chinese trade for themselves, had a boomerang result on the workers who had rejected the perfectly reasonable proposals of the mill-owners to restrict the output of yarn until the Far Eastern demands had again reached their normal state. Other causes have in all probability been in operation to estrange still further the relations between masters and men in Bombay. At all events the mills have been closed and from all appearances are likely to remain closed for some considerable time, judging from the temper of the spinners, who are resorting to force in order to get their grievances redressed. However regrettable this may be, the influence of the strike among the mill-workers should have a favourable effect on the yarn market in Hongkong. The fact that the mills have been closed down means a complete cessation in the supply and a consequent rise in the price of the commodity commensurate with the steady demand which has recently been noted by importers in Hongkong. As the result of this Levantine demand which unaccountably sprang up at a time when the Bombay yarn market seemed at the point of disaster owing to the entire absence of inquiries from dealers in the Far East, and the consequent rapid clearance of stocks which it was at one time thought would have to await the revival of trade in China, it is improbable in the extreme that the Bombay have surplus stocks of any quantity in hand, so that when local stocks are depleted the date when further orders can be satisfied is wholly problematical. Another feature of the situation is that the stocks held by local importers in the godowns of Hongkong are so abnormally low that for a parallel we have to go back nearly three years before we find a similar state of things. Last year for example, the stocks held from day to day in Hongkong varied between 70,000 and 80,000 bales, whereas at the present time the unsold stock is down to 20,000 bales. The same story is reported from Shanghai, so that when these unsold stocks are exhausted—and sales at the rate of between 3,000 and 4,000 bales a week are being effected—there is bound to be a decided advance in prices. No doubt the disastrous floods which have swept over the valley of the West River and its tributaries will seriously restrict the buying possibilities of Kwangtung and Kwangsi, but traders from the interior seem to be hopeful of the future, if we are to judge from the character of the market as set forth in the bi-monthly report of Messrs. Rhinoceros B. Petit and Company, issued last week. They stated that the market was firm, that the demand was steady and that clearances were satisfactory, and that in spite of the fact that the dollar quotations had risen in order to equalise the rupee rates. "The downward tendency of rupee exchange makes importers rather less inclined to sell at ruling rates; this, coupled with the bona-fide inquiries from dealers, leads to an anticipation of further enhancement in prices." Nothing is said in that report as to the probable consequences of the friction which has now come to a head between the employers and the spinners in Bombay, but it is obvious that if an enhancement of prices was anticipated under the existing conditions the prospect of an increase is infinitely more promising when the source of supply is absolutely dried up. That the Japanese will renew their efforts to capture the Chinese trade there cannot be the slightest doubt, and nobody can blame them if they take advantage of the opportunity afforded them, so long as they follow the legitimate methods of commerce and abandon the principles of the cheap jack and the quack. It may have been observed that the Japanese Spinners' Association, even in face of Government opposition,

still cling to their reprehensible and utterly indefensible system of lottery tickets, and that the first drawing is to take place this month, while the third issue of lottery tickets will begin on the 1st of August. So far as Hongkong is concerned, the lottery system originated by the Japanese has been pronounced illegal, so that competition on that score is not to be feared. Shanghai, however, appears to be a sort of Tom Tiddler's ground in the matter of lotteries and it is on the Shanghai consignments that the lottery drawings, commenced some three or four months ago, are to be drawn. Whether the Municipal authorities of the Northern Settlement will turn a blind eye on the manifestly unfair and we should have thought illegitimate system of lotteries inaugurated by the Japanese yarn exporters remains to be seen, but from our point of view it seems unfortunate that the Japanese dealers should be so lost to commercial rectitude that they are prepared to adopt the most questionable methods in order to gain what can only prove to be a temporary advantage. If they were desirous of entering into fair and honest competition with the Indian product their opportunity has arrived, and they will be foolish indeed if they neglect the chance offered, but if they pin their faith to a system which involves the characteristics of gambling and corruption their success will be short-lived.

LOCAL AND GENERAL.

THE German cruisers *Arcona* and *Niobe* left Miyako on 21st inst. for Cheloo.

HEAVY rains are reported in Korea. The railways have been interrupted and no little damage has been done at Chemulpo and elsewhere.

KHAN SINGH (Indian P.L. No. 421), who deserted from the Municipal Police Force on the 4th inst. and was subsequently arrested in Hongkong, arrived at Shanghai under escort on 22nd inst. by the C.N.S. *Shanghai*.

AU CHUN, a fisherman, of fishing junk No. 2365H, paid a fine of \$10 at the Police Court, to-day, for storing a quantity of dynamite on board the junk without the knowledge and consent of the police.

THE steamship service between Taieo (Daly) and Shanghai, operated by the South Manchuria Railway, will be opened on August 2. The chartered steamer *Kobe Maru* will leave Shanghai every Friday.

FIVE gamblers who were arrested by Sergeant Watt at 23, Bulkeley Street, Hongkong, attempted to play a bluff on Mr. Wood in the Police Court, to-day. Mr. Wood held a trump hand, however, and won. Results: All ordered to fill the Government "jug."

CHAN HOP, the master of one of the Godown Company's lighters, was sentenced to three months' hard labour in the Police Court, to-day. Accused was charged with stealing 120 pounds of plate cutlery, the property of his employers. Mr. R. Packham, cargo superintendent, prosecuted.

A SERVANT girl, Cheung Chao Ngan, in the employ of a Chinese family residing at 19, Causeway Road, who was charged with stealing from her mistress a cash-box containing \$100 worth of jewellery, was, in the Police Court this morning, sentenced to one month's imprisonment. A woman to whom the girl gave the stolen property was also charged with receiving stolen property, and was sentenced to three months' gaol.

SOME time on Saturday afternoon, a Chinese coolie, named Wang Tai San, who is employed in the Kowloon Dock, came to a violent end. The man, it appears, was engaged in attending to the corrugated iron plates on the roof of one of the workshops, when one of the plates gave way suddenly, and the unfortunate workman was precipitated into the workshop. He died almost instantly. Police sergeant Watt, of Hongkong Police Station caused the body to be removed to the mortuary.

GEORGE WHITTAKER, a private in the Middlesex Regiment, was charged at the Police Court, this morning, with stealing a bicycle from the Dragon Cycle Company on the 17th inst. An Indian, named Kher Singh, of the Eastern Extension Telegraph Company, was charged with receiving the bicycle, well known to the same to have been stolen. It was alleged that the soldier obtained the bike on hire and sold it to the Indian watchman. The bicycle was valued at \$55. The case was remanded.

A CHINESE woman named Chiu Shing, residing at 10, Wing Fung Street, Wanchai, made an attempt to commit suicide in the harbour on Saturday afternoon. The woman was seen to make a rushing dive from the "prayer wall" near Arsenal Street, into the water. There was only three feet of water where she landed. A boatman rescued the woman, and took her to No. 2 Police Station. As an excuse for her action the woman explained that she was troubled over domestic matters. Inspector Fenton charged her in the Police Court, this morning, with attempting to take her life. She was remanded for medical observation.

**HONGKONG AND WHANPOA
DOCK CO., LIMITED.**

DIVIDEND DECLARED.

We are informed that, subject to audit, the directors of the Hongkong and Whampoa Dock Co., Ltd., will recommend at the forthcoming meeting a dividend of 8% = \$4 per share; past \$500,000 to special account, with \$500,000 of Kowloon and Commercial Docks, and carry forward about \$2,000,000.

RAI STORM DAMAGES.

ONE MAN KILLED BY FALLING BARTH.

More damage is to be recorded as having occurred in the Colony yesterday, as the result of the rain storm which passed over the Colony last week.

Shortly after four o'clock yesterday afternoon a portion of the hillside at the back of the Victoria Hospital, the Peak collapsed. Like an avalanche, tons of earth came crashing down the hillside, doing serious damage to an outhouse. A servant, who was in the outhouse at the time, was entirely buried. The head cook of the hospital was slightly injured and his escape is considered miraculous, while an amah, who was ironing some clothing, had a narrow escape from death. Chief Detective Inspector (Hanson), who was at the Peak on business, was soon on the scene and, with the assistance of a number of firemen, who had been summoned, succeeded, after four hours' hard work, in extricating from the debris the dead body of the "boy."

At Wanchai, a serious accident occurred which, fortunately, was not attended with any loss of life. At about four o'clock on Saturday afternoon, the verandah of the house occupied by Mr. J. T. Cotton, a sanitary inspector, at 6, Leighton Hill Road, suddenly collapsed. The road was temporarily obstructed, but for a great fright which Mr. Cotton and his family received, no serious injury was done to anybody.

A parapet wall which was at one time on the Taipo road, is there no more. The wall, which was to be seen near the 3-mile stone, came down with a violent crash yesterday.

Tomatoes of houses at "Desconfield" Arcade facing the Murray Parade Ground received a rude shock shortly before midnight on Saturday, when a loud, crashing noise broke the solemn stillness of the night, and stopped as suddenly as it occurred. Naturally, everyone crowded outside to see what had taken place but everything was dim and confusion. It was only after stepping on the Murray Parade Ground that one could surmise what all the noise and bustle was about. It was then found that as a result of the last few days' incessant rain, the greater portion of the retaining wall supporting the east front of the Sanitary Board office had entirely collapsed. The only thing disclosed to sight was a shapeless mass of huge pieces of granite, piled over pile, which altogether presented a grim spectacle in the uncertain light.

Some soldiers belonging to the Middlesex Regiment were the first to give the alarm. With lanterns in their hands, they were the first to arrive at the scene of the unusual occurrence. They promptly informed the occupant, with that presence of mind which invariably characterises "Tommy," on such occasions, to quit the apartments at once, as the wall might give way at any moment. No sooner was this done than the wildest pell-mell ensued. L. de la in scanty costume, which they barely managed to wrap round their shoulders, men in their pyjamas, Chinese servants, who created more noise than rendered material help—one and all were obliged to seek temporary shelter in the street. It was not until they were assured that there was no immediate danger that they once again gingerly re-entered their apartments, this time with greater confidence and temerity.

A special word of praise is due to the soldiers, who were instrumental in giving the first alarm, and the way in which they proceeded to communicate it. Of course, the fact that nothing untoward took place does not in any way lessen the praise, as there was no knowing what might have happened. It is also remarkable in what a businesslike manner the alarm was given. There was no hustling, no unnecessary excitement. They convinced the people of their possible danger without giving them any undue cause for anxiety.

Late in the afternoon the next day men were sent to erect shavings in order to prevent further mischief being wrought. There were also numerous landladies in the city, and it is rightly too many to mention. The more serious ones took place at Aberdeen, near No. 10, Bridge, completely blocking the roadway, and at Taipo. The latter landslide took place at the back of the police station and the road is now closed to traffic.

This morning, the reports from Ping Shan and Shan-tao-kok, new Territory, were received at police headquarters, but no mention was made of any damage being suffered at those parts.

PAYMENT BY INSTALMENT.

INDIAN MONEY-LENDER'S CLAIM.

Kaiser Singh, an Indian money-lender, by his attorney, Herman Singh, a watchman at Kowloon, summoned P. Kemp, of 54, Worthing Hill Road, to the Supreme Court, this morning, to recover the sum of \$30, being as to \$20 due under a promissory note, and \$10 balance for interest.

The plaintiff was represented by Mr. J. R. Gardner, of Messrs. Brutton and Hett. Mr. P. Kemp appeared for the defendant. It was stated for the plaintiff that the money was lent to the plaintiff as far back as the 15th September, 1904 by Kaiser Singh, who left the Colony in 1907. Before leaving, however, he left a power of attorney in the hands of Herman Singh, who was suing. Mr. Gardner remarked that they had just saved the Statute of Limitations by three weeks, the writ being issued on the 15th August, 1907.

The defendant, Mr. Otto Kong Sing admitted, borrowed \$200 from the plaintiff in 1904. Kaiser Singh handed over defendant's promissory note to another man, but defendant refused to pay. He had paid something like \$50. In 1907 Kaiser Singh went away. He did not tell defendant he was going, neither did he ask for any further payment. After his departure the other man approached defendant and asked for money. Defendant replied that he had paid Kaiser Singh some \$160 already, whereupon the applicant said that if defendant could get employment for a younger brother of his, he (the applicant) would waive what balance was due on the promissory note. Defendant got employment for the man and he was then summoned. The Court is the prosecutor (Herman Singh) the person who asked you to get employment for his brother? Defendant—No. His Lordship found for the plaintiff with costs. The money to be paid by monthly instalments of \$20.

Telegrams.

**"HONGKONG TELEGRAPH"
SERVICE.**

HANKOW MYSTERY.

**BELGIAN CONSUL COMMITTS
SUICIDE.**

[From Our Own Correspondent.]

Shanghai, 27th July,
8.50 p.m.

The Consul for Belgium at Hankow committed suicide yesterday.

[According to the "Directory and Chronicle for China" the Consul for Belgium at Hankow was Mr. T. M. P. de Quick—Ed., H.K.T.]

FIRE ON THE "TUK-SANG."

FIREMAN SEVERELY BURNED.

DAMAGE TO VESSEL UNIMPAIRING.

[From Our Own Correspondent.]

Shanghai, 27th July,
8.50 p.m.

Fire broke out on the steamer *Tuk-sang* yesterday. One of the firemen on board was seriously burnt. The damage to the vessel is unimportant.

CANTON DAY BY DAY.

FURTHER RELIEF CONTRIBUTIONS.

[From Our Own Correspondent.]

Canton, 25th July.

The British Consul-General at Canton has forwarded to the Central Relief Committee, through the Viceroy, a sum of \$10,500, being subscriptions collected from the foreign community at Shanghai towards the relief funds.

THE PROPOSED BAZAAR.

Mr. Fung Wa-chun, who returned to Hongkong on the 23rd inst., has been requested to solicit the services of a number of gentlemen in Hongkong who had taken part in the organisation of the bazaar at Hongkong, to come up to Canton and to co-operate in carrying out the Bazaar in this city. The show has been postponed; it will be opened on the 5th August instead of the 31st inst. as at first contemplated, owing to the delay in the erection of the sheds and the non-completion of other arrangements. It has also been arranged that the Bazaar be opened twice every day for admission: from 12 noon to 4 p.m. and from 7 p.m. to 11 p.m. and that tickets be sold at 50 cents each.

WATERWORKS AT FATHAN.

Mr. Pan Yuen Ho and others have applied to the Viceroy for the privilege of establishing a waterworks and an electric light works at Fathman, and their petition has been granted.

THE COMMISSION TO ANNAM.

Tsai Wei Han and Prefect Chin Pak Han deputed by the Viceroy to proceed to Annam to negotiate certain matters with the French Government, as already reported, left here on the 23rd inst. for their destination.

RAILWAY AFFAIR.

Mr. Leung Yung Wu, a member of the Ministry of Posts and Communications, who was commissioned to Canton to investigate the working of the Canton-Hankow Railway Company, has completed his inquiry and returned to Peking yesterday.

RICE SALES.

The daily proceeds realised from the sale of cheap rice in the four sheds during the days from the 21st day to the 24th day of this month were as follows:—

	East shed.	West shed.	Woodshed.	Shed.
21st	\$2,371	\$973	\$5,579	\$992
22nd	2,410	1,070	3,180	1,118
23rd	2,740	1,307	1,591	968
24th	2,519	1,786	1,531	1,007

CAPITAL OF KWANGSI.

When H.E. Shum Choo Huan was Viceroy in the two Kwang provinces, he suggested to the Imperial Government that the Governor of Kwangsi should be quartered in Nanning which was considered to be a more suitable city than the present capital, Kweilin. Considering that the services of the Kwangsi Governor would be required in co-operation for the suppression of disturbances in Yunnan and Yunnan, the Imperial Government proposed to adopt the suggestion of H.E. Shum and has given instructions to the Viceroy of Kwangtung and Yunnan and the Governor of Kwangsi to deliberate on the question of removing the provincial city from Kweilin to Nanning.

[From a Correspondent.]

The following "Express" has been issued:—

FLOODS IN KWANGTUNG PROVINCE.
A Grand Charity Bazaar in aid of the flood sufferers will be opened at the extreme end of To Po Street, Sal Kwan, on Wednesday, 5th August, 1908, and will continue for seven days (5th to 11th August) Sunday excepted. Admission to the Buildings—First day \$100, succeeding days \$50.

Open each day from 12 noon to 4 p.m. and 7 p.m. to 11 p.m.

Gifts of money or kind will be much appreciated and gratefully acknowledged by the executive committee, and the undersigned will be much obliged if forwarding donors will communicate with him at the address given.

By order of the Ex. Committee,

TSANG CHUN SUN,
Honorary Secretary.

C/o The Office of the Executive Committee,
No. 75, Fung Yuen Chung Yuen,
Sal Kwan, Canton.

C/o American Consulate-General,
Shanghai, China.

Canton, 25th July, 1908.

Telegrams.

"HONGKONG TELEGRAPH" SERVICE.

THE BOXER INDEMNITY.

RETURN BY THE U.S. GOVERNMENT.

[By courtesy of the "Sheung Po."] Peking, 26th July.

There is a rumour that the Waiwupu has been informed by the United States Government that no portion of the Boxer indemnity, remitted by the American Government, should be applied towards the re-organisation of the Navy or the raising of an Army.

The whole of the money must be devoted towards education.

PEKING-HANKOW RAILWAY.

PROVISION FOR RE-PURCHASE.

[By courtesy of the "Sheung Po."] Peking, 26th July.

The Ministry of Posts and Communications will make a provision of five million taels towards the repurchase of the Peking-Hankow Railway.

The balance of ten millions will be raised by the issue of National Bonds through the various provinces and the South Seas.

TANG SHAO-YI.

SPECIAL ENVOY TO AMERICA.

[By courtesy of the "Sheung Po."] Peking, 26th July.

H.E. Tang Shao-yi, Governor of Fengtien, has been appointed special envoy to America, to return thanks for the remission of the Boxer indemnity.

He will start on his journey on the 28th inst.

It is reported that, upon H.E. Tang's return to China, he will be appointed substantive president of the Waiwupu.

[Reuter's.]

The Quebec Celebrations.

LONDON, 24th July.

The Quebec Tercentenary celebrations continue.

There has been a reproduction of the landing of Champlain, and a great historical procession illustrative of the history of Canada.

The Mayor of Quebec presented H.R.H. the Prince of Wales with an address in French to which His Royal Highness replied in the same language.

Admiral Jauréguiberry and the American Vice-President also spoke, the latter dwelling on the common aims of Canada and the United States, and eloquently pleading for international arbitration.

The Balkans.

Reuter's Constantinople correspondent wires that an Imperial Trade has been issued ordaining the assembling of a Chamber of Deputies, and that orders have been issued to hold elections.

There are great rejoicings at this news in Salonika and other centres where the constitution was proclaimed prior to the issue of the Trade.

The insurgents have occupied Monastir, and kidnapped Osman Bey whom they conveyed to the mountains.

The garrison fraternized with the insurgents.

Fresh outbreaks are occurring in all directions, and the "Young Turks" are winning the confidence and support of the Christians.

A telegram received at Belgrade from Uskub states that the entire garrison has mutinied, and that Albanians from the surrounding country are marching on the town presumably to join the revolt.

Riots in Bombay.

25th July.

All the markets in Bombay are closed. The operatives of every mill struck work yesterday, and in the afternoon rioting broke out.

There were several collisions between the military and strikers resulting in numerous casualties.

The following advertisement appears in the *Shanghai Mercury* of the 22nd inst: "Bryan Money—The undersigned has G. \$10,000 to be immediately deposited in the Hongkong & Shanghai Bank that Bryan will be next President of the U.S. America; odd \$5 to 1 on T.M. Money can be split into sums of \$500, that is, \$5,000 on T.M. \$500 on Bryan. No other taken. William H. (Volcano) Marshall, Editor of *The Bond*."

A FUNERAL DELAYED.

WORDY WAR BETWEEN MOURNERS AND UNDERTAKER.

A very extraordinary, not to say gruesome, story was disclosed in a case which was heard by Mr. J. R. Wood (second police magistrate) in the Police Court, this forenoon. The parties concerned in the case were: W. E. Van Eps, the undertaker; K. B. Kotewall, a Chinaman, who is acting chief clerk in the Colonial Secretary's office; and Lok Man Piu, a clerk in the Hongkong and Kowloon Wharf and Godown Company, Ltd.

Lok Man Piu summoned Van Eps for using abusive and insulting language—whereby a breach of the peace might have been occasioned, while Van Eps sued Kotewall on a similar charge.

Mr. R. F. C. Master (of Messrs. Johnson, Stokes and Master) appeared for Lok Man Piu, Mr. Van Eps was represented by Mr. F. B. Deacon (of Messrs. Leacou, Looker and Deacon).

Robert B. Kotewall, who was the first witness called by Lok Man Piu, gave his evidence in English.

Witness—What are you?

Witness—I am acting chief clerk in the Colonial Secretary's office.

You are related to Lok Yu Sang, deceased?—Yes.

When did he die?—On the evening of the 19th instant.

There was some trouble, was there not?—There was.

What time was the hearse ordered to be at Observation Place?—Five o'clock, I believe.

There was some delay in removing the dead body from Kowloon?—Yes.

Caused by what?—The delay caused in erecting the scaffold, which was not completed in time.

What time did the launch arrive at Observation Place, then?—At about 5.45.

The witness was then asked to relate what occurred then. He stated that when the launch was about three or four yards away from Observation Pier he saw the defendant motioning away the hearse with his hand. The hearse at the time was near the wharf. Before the launch had actually stopped one of the mourners—Lo Fuk Cheung—jumped to the wharf and ran up to the defendant, who was standing at the entrance to the pier. A conversation took place between them, which the witness did not hear, but as soon as the launch had got alongside he (witness) and two others walked up the pier. The defendant met them half way, and said, "You are a lot of vagabonds!" Witness said nothing, whereupon defendant, addressing him said: "Here's another waster!" Witness was about to apologise for the delay, but he was interrupted by the defendant, who said: "What's the good of saying 'I'm sorry' 'I'm sorry' 'I'm sorry'? You're walking here for an hour and all I want you to do is to wait the same length of time." Again the witness started to explain the cause of the delay, but again he was stopped by the defendant remarking, "What's the good of saying you are sorry. You are a lot of fools! Is that the way you do Chinamen do business?" At that moment the mourners proceeded to remove the coffin from the launch, but were stopped by the defendant, who ran up the wharf calling out *man-nan*, with his hands raised. Witness appealed to the defendant on behalf of the widow and children who were crying, to allow the funeral to proceed. To this defendant replied: "I don't care. You have made me wait, and I will now make you wait!" Witness rejoined: "If you have no respect for the living then have some for the dead." To which defendant retorted: "Let it for the dead! You've hung up that dead body for an hour, and I don't see why I can't hang it up for another hour," pointing to the coffin. Witness said it was a most uncivil remark to make, and not the action of a gentleman. "Don't pose as a gentleman to me," defendant answered. "You have not kept your word, and all I want now is to make you wait!"

Defendant, the witness went on to remark, then walked up and down the pier in a snarled manner. After about half an hour's interval the witness went up to defendant and inquired what he wanted. He said he wanted \$50 compensation, "which I have been telling you all the time," he concluded. "The money was paid over at once, and, believing everything to have been settled, one of the mourners gave the mutes the signal to lift the coffin. But they were again stopped by the defendant, who said: "Do you know I am master of the situation? Evenually the funeral was allowed to proceed."

Mr. Master asked the witness if he had used any bad language towards the defendant.

Witness—The solemnity of the occasion forbade it.

Cross-examined: After the coffin left the house did everything go well?—Yes.

The defendant was walking at your side?—Yes; we were having a friendly conversation, and he appeared a little sorry.

You were doing most of the talk, were you not?—No.

Did you say anything that was likely to annoy him?—No.

When you got to the cemetery did you explain the cause of the delay to Rev. Mr. Thompson?—Yes.

Did you explain who caused the delay?—Yes.

The Court—Did the defendant make an apology?—No.

The assistant compradors of the Godown Company said he made the arrangements for the removal of the body. According to the arrangement made with the contractor the scaffolding was to be ready by three o'clock. It was not done, however, until long after that hour, which caused the delay.

W. E. Van Eps then took the stand. He said he had waited an hour for the arrival of the body, and admitted that when it at last came he stopped the coolies from removing the coffin from the launch. The witness (Kotewall) is

formed witness that he was no gentleman, and added that his action was disgraceful.

The Court—At this time was the launch made fast?

Witness—No, it was not.

Proceeding, he said he protested against the delay. "I was kept waiting for an hour and I thought I would give them the same medicine as they gave me," he said. "My intention was not to 'hang them up' for an hour, but for a few minutes. The last witness came up to me and said that the scaffolding delayed them. I said that my men have taken coffins down a stairway before, and why didn't they allow the coffin to be taken down that way instead of waiting for the complete scaffolding? I said that he had kept me and my men, the parson, and the cemetery inspector waiting for an hour because of his foolish superstitious idea."

Witness demanded extra payment for the delay, and got it. Why he stopped the coffin from being removed after this was because the hearse was not there. When it arrived the funeral proceeded, the witness (Kotewall) walked close up behind, while his friends were some fifty yards behind. On the way he told witnesses that he would "show him up," and that he would write a letter to the newspapers. He also asked witness if he called him a "waster." Witness replied that what he had said was that he had wasted the time, and informed Kotewall that he would have to apologise to the parson for the delay, which was none of his (witness's) fault.

He concluded the evidence.

Mr. Deacon termed the whole affair a "storm in a teacup," and a matter which should not have been brought to Court. He said there was no question that there was a good deal of talk, and that it was six of one and half a dozen of the other. It was a little quarrel, and it was not likely that Van Eps was going to take all without giving back some.

The Court—I am very sorry. I must fine you, Mr. Van Eps, \$5.

The cross-summons was dismissed.

A SHIPBUILDING DISPUTE.

CLAIM AGAINST MESSRS. FARWICK AND COMPANY.

A claim to recover the sum of \$27,000.72 was brought against Messrs. Geo. Fenwick and Company, by Ng Wah, a contractor, of 24, Possession Street, in the Supreme Court, this morning. The sum claimed was for the balance of work done and materials supplied in connection with the construction of six wooden lighters for the Hongkong and Kowloon Wharf and Godown Company. A counter-claim was lodged in which Messrs. Fenwick and Company are seeking to recover \$1,268.58 for alleged breach of contract in failing to complete the work on time.

Mr. M. W. Slade, instructed by Mr. O. D. Thomas, appears for the plaintiff. Mr. H. E. Pollock, K.C., instructed by Mr. R. D. Atkinson, of Messrs. Deacon, Looker and Deacon, is retained for the defendant firm.

From particulars which were placed at our disposal, it was learnt that the plaintiff is a contractor carrying on business at 24, Possession Street, whilst the defendants are a firm of shipbuilders, of 11 and 13, Praya East. On the 1st September, 1906 the defendants entered into a contract with one Ah Ming, alias Tsu Ming, to supply all material and labour for completing the whole of the carpentering work of two steel stern-wheel steamers in accordance with the plans and specifications for the sum of \$5,000 each. On the 26th October, 1906 another contract was entered into between the defendants and the plaintiff in which the plaintiff undertook to construct and launch complete, according to specification and drawing, six wooden lighters for the sum of \$3,200 each (\$31,200 in all). On March 12nd, 1907 Ah Ming, alias Tsu Ming, assigned all his interest in the contracts to the plaintiff, Ng Wah. On 23rd March, 1907 notice was given to the defendant firm of the assignment. On the 30th March, 1907 the plaintiff entered into a contract with the defendant firm to complete the work left unfinished by Ah Ming, alias Tsu Ming. On that date the work contracted to be performed on the steamers was incomplete and none of the three lighters were constructed and launched. The plaintiff eventually completed the work, which was accepted by the defendants. The defendants paid plaintiff certain sums, but had not paid the balance of \$3,700.72 due to the plaintiff. This was the story of the plaintiff.

For the defence it was stated that the terms of the contract had not been sufficiently set out in the statement of claim. In particular, the defendant stated that it was provided and agreed in this contract that the first vessel should be ready for sea by 31st December, 1906, and the second by 10th January, 1907, and should their completion be delayed by reason of the carpenter's work not being finished a penalty of \$25 per day would be payable. As regards the lighters it was contended that two out of the six lighters should have been completed and launched by 26th January, 1907, two more by 26th February, 1907, and two more by the 26th March, 1907. The penalty for late delivery was \$20 per day. When the plaintiff took over the contracts from Ah Ming, alias Tsu Ming, he took upon himself all liabilities including penalties for overtime. On the date in question the work on one of the steamers had been completed and one of the lighters had been constructed and launched. The plaintiff admitted that he was liable to the defendants for overtime. The defendant's defence was that the sum of \$3,700.72 to the plaintiff. The correct state of the account between the defendants and the plaintiff appeared that the plaintiff was indebted to the defendants in the sum of \$3,168.58.

With regard to the counter-claim the defendant (Ng Wah) maintained that the delay to the carpentering work in the two steamers was caused by the default of the defendants not completing other work which had to be completed before it was possible to do or complete the carpentering work.

Mr. Slade then proceeded to outline the alleged facts of the case shortly, as given above, and read parts of the contracts as they were along.

Evidence was called.

After which judgment was entered for the plaintiff for \$3,700.72 and costs.

CORRESPONDENCE.

[We do not necessarily endorse the opinions expressed by Correspondents (signatures).]

THE DREDGER "CANTON RIVER."

To the Editor of the "Hongkong Telegraph."

Dear Sir,—Are Scotemen beginning to lose the reputation they had the honour and pride of enjoying of being pre-eminently the most level-headed men of business in this little world of ours? I am prompted to put this question through the medium of your columns in order to obtain elucidation on a fact which has been started upon me among several others who happen to have the fortune—or misfortune as some prefer to consider it—of holding shares in the Hongkong Dock Co. Among many Scotemen with whom it is my privilege to be on the best of terms of social and business acquaintance, I happen to be in touch with Messrs. Mitchell and Wilson, prototypes of Scotemen who control the destinies of the Hongkong and Whampoa Dock Co. Unless I am sadly mistaken there is a high degree of confidence in both these gentlemen in the respective capacities they hold in the leading industrial establishment of the Colony. I was not aware that they have assumed the rôle of philanthropists to a benevolent Government at the expense of their shareholders. Yet such is the statement which I, among the whole host of shareholders, am seriously asked to believe by one of your contemporaries. The Dock Co. is willing to make a gift of the powerful dredger *Canton River* to the Government for a hundred thousand dollars less than the purchase price of the *St. Enoch* from Messrs. Finckh, Lowther & Co. Yontendered the information to your readers, in a critical editorial of much merit, on the 24th inst., that the price paid for the *St. Enoch* by the Colonial Government was \$70,000. If, therefore, the larger dredger could have been acquired at a saving of a hundred thousand dollars (sic) from its present owners, by a simple first-form arithmetical calculation, the Dock Co.'s dredger was in the market for the fabulous sum of \$70,000. The Governor, the Colonial Secretary, the Treasurer and the Director of Public Works must be held up to public opprobrium and an indignation meeting of the taxpayers should be called at the Cricket Ground to demand the instant dismissal of those high Government officials for having flattered away no less than a lakh of dollars from the ratepayers' pockets simply because they refused to accept the gift the Dock Co. was doing to make to the Colony in the hope that U. M. G. ships would be shored up on each and every one having the control or ownership of the Docks and its floating plant.

I don't presume to control all the "inside" information which it is the special privilege of your contemporary to possess concerning Mr. Mitchell's Company and which it purveys to its readers with such a blare of trumpets. In this matter of the dredger, however, I happen to be in a position to have just "a little knowledge." It was not so very long ago that I had occasion to negotiate for the charter of the *Canton River*. Incidentally, it transpired that the hire per month was the mere bagatelle of £1,000 sterling inclusive. What is the real value of a plant that is capable of commanding that much a month, it should not be difficult for one with anything like a mathematical turn of mind to work out. But if the problem is too complex, I will readily solve it for the benefit of your readers in a short quotation from the report of the Hongkong and Whampoa Dock Co. dated the 10th February, 1903:—

Value of dredger *Canton River* as per last account \$30,000 Add cost of reconstruction \$5,790

\$35,790

Since the *Canton River* came into the Dock Company's possession it has been thoroughly repaired in the hull and a large quantity of new machinery for the dredge at considerable cost has been fitted. In his address to the shareholders on the 23rd idem, in alluding to the dredger, the Chairman remarked: "We have every reason to believe it will prove a valuable asset . . . and it has recently demonstrated her capability of dredging over 2,000 tons per day of twelve hours."

Figures demonstrate facts far more forcibly than reckless assertions. If the figures just quoted are not sufficiently convincing to the narrator of the \$70,000 dredger fable, I am in a position to affirm, without fear of contradiction, that at £25,000 the *Canton River* stands as a good asset in the books of the Company. Inquiries were made for her by the Indo-China Government. From a similar tentative effort were made for negotiations for purchase. And if these preliminary inquiries, failed of any result, it was simply because Mr. Mitchell and his directors have a correct estimate of the worth of the *Canton River*. None will blame them. If "facts" are wanted, your readers have them from—Yours, &c.,

A WIDE-AWAKE SHAREHOLDER.

Hongkong, 27th July.

AN UNDERNEATH ACTION.

MONEY-LENDER SUCCEEDS IN COURT.

Lhana Singh, one of the Indian money-lenders of Hongkong, who resides at 23, Seymour Road, and who was represented by Mr. J. H. Gardiner, of Messrs. Britton and Hett, obtained judgment for \$248 and costs in the Supreme Court, this morning. The claim was against G. A. Souza, a clerk in the Hongkong and Kowloon Wharf and Godown Company, who did not appear, nor was he represented in Court.

Plaintiff proved that on the 2nd August, 1907 he lent the defendant the sum of \$248 for which he obtained a promissory note (produced).

Mr. Justice Gump, who presided, asked: Since that time has he paid you anything?

Plaintiff replied that in the negative.

Judgment in his favour was entered.

To-day's Advertisements.

NOTICE.

NOTICE is hereby given that HU WING, alias HU KING CHUEN, an one time Assistant Manager of the TUNG WING BUTCHERY, No. 1, Central Market, has, as from the 26th July, 1908, ceased his connection with the Tung Wing firm.

The Undersigned will not be Responsible for any Debts or other obligation entered into by the said HU WING alias HU KING CHUEN, either in his own name or on behalf of the Tung Wing Butchery.

TUNG WING, No. 1, Central Market, Hongkong, 27th July, 1908. [704]

HOUSE.

WANTED from about the end of August, a S.W. L.L. HOUSE in the Kennedy Road, Macdonnell Road, or vicinity. Please reply to—

A. B. C., C/o Hongkong Telegraph. [705]

TO LET.

OFFICES (2 Rooms) on First Floor, York Building. Apply to—

KELLY & WALSH, LD., Hongkong, 27th July, 1908. [736]

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by

PUBLIC AUCTION, FOR ACCOUNT OF THE CONCERNED, on

WEDNESDAY, the 30th July, 1908, at 3 P.M., at their Sales Rooms, No. 8, Des Voeux Street, corner of Ice House Street, SUNDRY VALUABLE HOUSEHOLD FURNITURE,

ALSO 200 BOXES MANILA CIGARS, "Petit Bouquet" and "Bouquet."

TERMS:—As usual.

HUGHES & HOUGH, Auctioneers. Hongkong, 27th July, 1908. [707]

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR MOJI AND KOBE.

THE Steamship "E. STEVEN."

Captain McArthur will be despatched as above on WEDNESDAY, the 27th July, at Noon.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

The Steamer is installed throughout with the Electric Light.

A Stewardess and a duly qualified Surgeon are carried.

N.B.—To assure the additional comfort of passengers the steamers of the Company have electric fans fitted in staterooms.

For Freight or Passage, apply to GIBB, LIVINGSTON & Co., Agents.

Hongkong, 27th July, 1908. [703]

NOTICE TO CONSIGNEES.

FROM SHANGHAI, YOKOHAMA, KOBE AND MOJI.

THE Steamship "GREGORY APCAR."

having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge will be landed at Consignees' risk and expense into the hazardous and/or extra hazardous godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited.

No Fire Insurance has been effected. Bills of Lading will be countersigned by the Undersigned.

DAVID SASSOON & Co., LIMITED, Agents. Hongkong, 27th July, 1908. [701]

COMPAGNIE DES MESSEGERIES MARITIMES.

FOR HANGHAI, KOBE AND YOKOHAMA.

THE Company's Steamship "YARRA."

Captain Seller, will be despatched for the above Ports on or about MONDAY, the 3rd August.

For Freight or Passage, apply to P. NALIN, Acting Agent.

Hongkong, 27th July, 1908. [11]

DEATH OF A LADY JOURNALIST.

MRS. VAUGHAN-SMITH SUCCEEDS TO AN OPERATION.

The death is announced of Mrs. Vaughan-Smith, of Tientsin, who for twenty years was engaged in journalism in the Far East and had a wide circle of friends and acquaintances in Hongkong, Shanghai, Japan and Tientsin, where she had resided since 1897, when she became Editor of the *Peking and Tientsin Times*. A few months ago Mrs. Vaughan-Smith proceeded to London in order to recruit her health. She succumbed to the effects of an operation which had been performed on her. It was only last year that her husband died, and it is believed that the anxiety and worry of those days undermined her health and contributed to her early decease.

Mrs. Vaughan-Smith was a born journalist, and began her career in the Far East as a leader writer on the *Japan Gazette*, acting at the same time as the correspondent of the *North China Daily News*. Subsequently, she was appointed editor of the *Japan Mail* but in 1894, during the Sino-Japanese war, she proceeded to China in the capacity of war correspondent for the *Civil & Military Gazette*, Lahore. In 1896, when hostilities were at an end, Mrs. Vaughan-Smith took over the editorship of the *Shanghai Times*, which she left for a similar post on the *Peking & Tientsin Times* in the following year. While holding that responsible position Mrs. Vaughan-Smith was one of the regular correspondents of the *Hongkong Telegraph* in North China, and made several important contributions to this paper. She was also the representative of the *London Standard* and other papers. In the midst of her many duties, she found time to write two popular books, one being the *Children's Japan*, and the other *Verdant Simple in Japan*.

Intimations.

SPECIAL BARGAINS!

IN

HIGH CLASS

PIANOS.

TO CLEAR ORDINARY PRICE.

Collard - \$480 \$600

Broadwood 225 400

Rachals - 380 550

Own Make 250 360

Krauss - 400 600

Haake - 325 450

WEAR GUARANTEED.

WILL BE STORED UNTIL REQUIRED.

CASH or CREDIT

PIANOS FOR HIRE

\$8 per Month.

ROBINSON

PIANO CO., LTD.

Hongkong, 16th July, 1908. [9]

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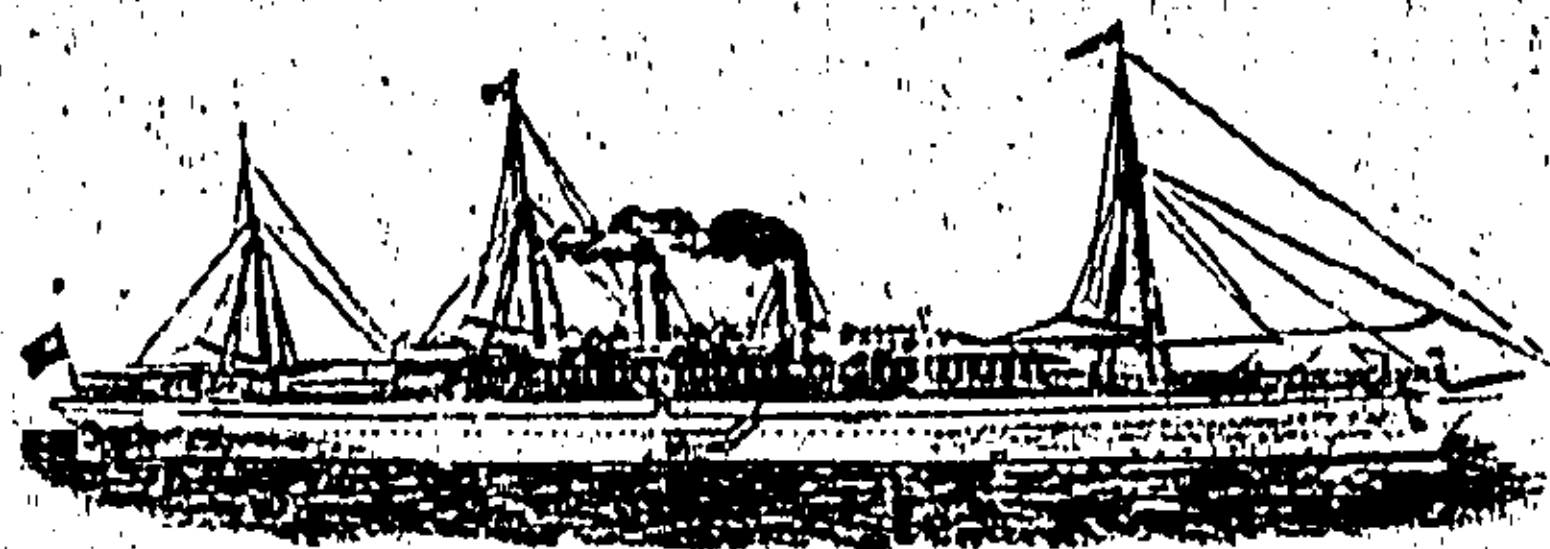
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BREAKFAST.</

Shipping—Steamers.

CANADIAN PACIFIC RAILWAY COY.'S
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Luxury—Speed—Punctuality.

The only Line that maintains a Regular Schedule Service of under 12 Days across the Pacific is the "Empress Line." Saving 3 to 10 Days' Ocean Travel.

12 Days YOKOHAMA to VANCOUVER. 21 Days HONGKONG to VANCOUVER.

PROPOSED SAILINGS. (Subject to Alteration).

R.M.S.	Tons	Leave HONGKONG	Arrive VANCOUVER
"GLENFARG"	3,700	SATURDAY, Aug. 8th	Sept. 6th
"EMPRESS OF INDIA"	6,000	SATURDAY, Aug. 15th	Sept. 5th
"EMPRESS OF JAPAN"	6,000	SATURDAY, Sept. 5th	Sept. 26th
"LENNOX"	3,700	FRIDAY, Sept. 11th	Oct. 10th
"EMPRESS OF CHINA"	6,000	SATURDAY, Sept. 26th	Oct. 17th
"MONTEAGLE"	6,163	SATURDAY, Oct. 3rd	Oct. 29th

S.S. "LENNOX" and "GLENFARG" are Freighters only and do not carry Passengers. "EMPRESS" steamships depart from Hongkong at 4 P.M.

S.S. "MONTEAGLE," "LENNOX" and "GLENFARG" at 12 Noon.

THE Quickest route to CANADA, UNITED STATES and EUROPE, calling at SHANGHAI, NAGASAKI, (through the INLAND SEA OF JAPAN), KOBE, YOKOHAMA, and VICTORIA, B.C., connecting at VANCOUVER with a Special Mail Express, and at QUEBEC, with the Company's New Palatial "EMPRESS" Steamships, 14,500 tons register, thus providing a comfortable and speedy route to Europe.

Hongkong to London, 1st Class Canadian Atlantic Ports or New York £71.10.
HONGKONG to London, Intermediate on Steamers, and 1st Class on Railways, £40. " " £42.

First-class rates to London include cost of Meals and Berth in Sleeping Car while crossing the American Continent by Canadian, Pacific direct line.

R.M.S. "MONTEAGLE" carries "Intermediate" Passengers only, at Intermediate rates, affording superior accommodation for that class.

Passengers Booked through to all points and AROUND THE WORLD.

SPECIAL THROUGH RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

For further information, Maps, Routes, Hand Books, Rates of Freight and Passage, apply to D. W. CRADDOCK, General Traffic Agent for China, &c., Corner Peddar Street and Praya, Opposite Blake Pier.

INDO-CHINA STEAM NAVIGATION CO., LD.

(PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION)

For	Steamship	On
SHANGHAI	"KWONGSANG"	TUESDAY, 28th July, 4 P.M.
SANDAKAN	"MAUSANG"	WEDNESDAY, 29th July, 4 P.M.
S'GAPORE, PENANG & CALCUTTA	"LAISANG"	THURSDAY, 30th July, Noon.
SHANGHAI	"CHOYSANG"	FRIDAY, 31st July, Noon.
MANILA	"LOONGSANG"	FRIDAY, 31st July, 4 P.M.
SHANGHAI, YOKOHAMA, KOBE	"FOOKSANG"	FRIDAY, 7th August, 4 P.M.
& MOJI	"YUENSANG"	FRIDAY, 14th August, Noon.

RETURN TOURS TO JAPAN.

The steamers *Kutsang*, *Namsang* and *Fooksang* leave about every 3 weeks for Shanghai, and Yokohama returning via Kobe (Inland Sea) and Moji to Hongkong, providing a stay of 5 to 6 days in Japan if passengers leave the steamer at Yokohama and rejoin at Kobe. These vessels have all modern improvements and are fitted throughout with Electric Light. A duly qualified surgeon is also carried.

Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.

Taking Cargo on through Bills of Lading to Yanchow, Peking, Chelon, Tientsin & Newchwang.

Taking Cargo on through Bills of Lading to Kadal, Labad, Ditu, Simporoa, Tawao, Usukan, Jesselton and Labuan.

For Freight or Passage, apply to

JARDINE MATHESON & CO., LD.,
General Managers.

Telephone No. 61.
Hongkong, 27th July, 1908.

CHINA NAVIGATION CO., LIMITED.

SAILINGS SUBJECT TO ALTERATION.

FOR	STEAMERS	TO SAIL
HOIHOW & HAIPHONG	"HUPEH"	28th July, daylight.
SWATOW & FOCHOW	"IOHANG"	28th " Noon.
KOBE & YOKOHAMA	"LINAN"	28th " 4 P.M.
AMOY & SHANGHAI	"HANST"	28th " "
MANILA	"TEAN"	28th " "
CEBU & ILOILO	"KAIFONG"	29th " 10 A.M.
TSINGTAU, CHEFOO & NEWCHWANG	"NANOHANG"	29th " 4 P.M.
HOIHOW & HAIPHONG	"CHIHLEI"	31st " daylight.
WEIHAIWEI, CHEFOO & TIENTSIN	"KUIHOW"	31st " 4 P.M.
MANILA, ZAMBOANGA, THURSDAY	"TATYUAN"	3rd Aug.
ISLAND & other AUSTRALIAN PORTS		

MANILA and TIENTSIN STEAMERS have superior Passenger accommodation with Electric Light throughout and Electric Fans in the Staterooms and Dining Saloon.

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in the Staterooms. A duly qualified Surgeon is carried. Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

SHANGHAI STEAMERS have good Saloon Passenger accommodation and take cargo on through Bills of Lading to all Yangtze and Northern China Ports.

Reduced Saloon Fares, Single and Return, to Manila and Australia.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,
AGENTS.

Telephone No. 36.
Hongkong, 27th July, 1908.

HONGKONG—MANILA.

Highest Class, newest, fastest and most luxurious Steamer between Hongkong and Manila.—Saloon amidships—Electric Light—Perfect Cuisine—Surgeon and Stewardess carried.—All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA
STEAMSHIP COMPANY, LIMITED.

Steamship	Tons	Captain	For	Sailing Dates
RUBI	5540	Almond	MANILA	SATURDAY, 1st August, at Noon.
ZAFIRO	5540	R. Rodger	"	SATURDAY, 8th August, at Noon.

For Freight or Passage, apply to

SHEWAN TOMES & CO.,
General Managers.

Hongkong, 27th July, 1908.

Shipping—Steamers.

NIPPON YUSEN KAISHA.
EXTRA SAILING EUROPEAN LINE.

FOR GENOA, MARSEILLES, LONDON AND ANTWERP, VIA SINGAPORE, PENANG, CLOMBO AND PORT SAID.

THE Co's Newly Built Passenger Steamer

"KAMO MARU"

(Tons 9,000 gross reg., Captain F. L. Sommer, will be despatched as above on WEDNESDAY, 11th August, at Daylight.

Every known comfort provided on board for travellers. First class staterooms amidships comprising ordinary Two Berth Cabins, Single Berth Cabin and Full Suite. Elegant Dining Saloon, Drawing Room, Social Hall and Smoking Room. Electric Light and Electric Fans throughout. Barber Saloon, Dark Room and Laundry. Doctor and Stewardess. Unexcelled service.

Cheapest passage rates to Europe and around the world. For further particulars apply to NIPPON YUSEN KAISHA.

Hongkong, 13th July, 1908.

HONGKONG-NEW YORK.
AMERICAN-ASIATIC
STEAMSHIP COMPANY.

FOR NEW YORK VIA PORTS AND SUEZ CANAL.

(With Liberty to Call at the MALABAR COAST.)

S.S. "MONTROSE".....On 11th August, 1908.

For freight and further information, apply to

SHEWAN, TOMES & CO.,
General Managers.

Hongkong, 14th July, 1908.

NORTHERN PACIFIC LINE.

BOSTON STEAMSHIP COMPANY.

Connecting at Tacoma with
NORTHERN PACIFIC RAILWAY
COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR

VICTORIA, B.C., AND TACOMA,

VIA

MOJI, KOBE AND YOKOHAMA.

Steamer	Tons	Captain	Sailing
<i>Shawmut</i>	6,232	Shotton	1st Aug.
<i>Kumera</i>	6,232	Cowley	10th Aug.
<i>Shawmut</i>	6,006	Roberts	12th Sept.
<i>Tremont</i>	6,006	Garlick	6th Oct.

CHEAP FARES, EXCELLENT ACCOMMODATION
ATTENDANCE AND CUISINE, ELECTRIC
LIGHT, DOCTOR AND STEWARDESSES.

The twin-screw s.s. *Shawmut* and *Tremont* are fitted with very superior accommodation for first and second class passengers. The large size of these vessels ensure steadiness at sea. Electric fan in each room. Barber's shop and steam-laundry. Cargo carried in cold storage.

* Storage Passengers only.

PARCEL EXPRESS TO THE UNITED
STATES AND CANADA.

For further information, apply to

DODWELL & CO., LIMITED,
General Agents,

Queen's Buildings.

Hongkong, 25th July, 1908.

FOR SHANGHAI, YOKOHAMA, KOBE
AND MOJI.

THE Steamship

"ARRATOON APCAR."

Capt. A. Stewart, will be despatched for the above Ports on FRIDAY, the 31st instant, at 3 P.M.

This Steamer has Superior Accommodation for Passengers, and is installed throughout with Electric Light and carries a duly certified Doctor.

For Freight or Passage, apply to

DAVID SASSOON & CO., LIMITED,
Agents.

Hongkong, 23rd July, 1908.

"SHIRE" LINE OF STEAMERS, LTD

FOR LONDON, HAMBURG AND
ANTWERP.

THE Steamship

"FLINTSHIRE"

will be despatched for the above Ports on or about the 25th August, 1908.

For Freight or Passage, apply to

SHEWAN, TOMES & CO.,
Agents.

Hongkong, 18th July, 1908.

STEAM TO CANTON.

THE New Twin Screw Steel Steamers.

"KWONG TUNG".....Capt. H. W. WALKER.

"KWONG SAI".....Capt. E. S. CROWE.

Leave Hongkong for Canton at 9 every evening, (Saturday excepted).

Leave Canton for Hongkong at 5.30 every evening, (Sunday excepted).

These New Steamers have unexcelled accommodation for First Class Passengers and are fitted throughout by Electricity. Electric Fans in First Class Cabins.

Passage Fare—Single Journey.....\$4.

Meals.....\$1.25 each

The Company's Wharf is situated in front of the New Western Market, opposite the old Harbour Office.

YUEN ON S.S. CO., LD.,

and

SHIU ON S.S. CO., LD.,

No. 8, Queen's Road West.

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Shipping—Steamers.

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Passage Fare—Single Journey.....\$4.

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The Company's Wharf is situated in front of the New Western Market, opposite the old Harbour Office.

YUEN ON S.S. CO., LD.,

and

SHIU ON S.S. CO., LD.,

No. 8, Queen's Road West.

Hongkong, 27th July, 1908.

To Let.

TO LET FROM 1ST SEPTEMBER
AT SHAMEN, CANTON.

HOUSE No. 103 (Kwan How Buildings)

at present in the occupation of the

I. M. Customs.

Apply to—

THE HONGKONG LAND INVESTMENT AND AGENCY CO., LD.

Hongkong, 23rd July, 1908.

TO LET.

NOS. 4 and 8, LEIGHTON HILL ROAD.

Apply to—

HONGKONG AND KOWLOON LAND AND LOAN CO., LD.,

No. 8, Queen's Road West.

Hongkong, 30th March, 1908.

TO LET.

A HOUSE IN KNUTSFORD TERRACE, Kowloon.

Apply to—

THE HONGKONG LAND INVESTMENT AND AGENCY CO., LD.

Hongkong, 9th June, 1908.

TO LET.

FIRST FLOOR of No. 6, QUEEN'S ROAD, Central, containing 6 Rooms and Servants' Quarters.

Apply to—

DAVID SASSOON & CO., LD.

Hongkong, 22nd May, 1908.

TO LET.

OFFICES and ROOMS on the 1st and 2nd Floors of No. 14, Des Vaux Road, Central (formerly occupied by Messrs. Shaw, Tomes & Co.)

Apply to—

THE COMPADORE DEPARTMENT, E. D. Sassoon & Co., Queen's Road Central.

Hongkong, 9th June, 1908.

TO LET.

HATHERLEIGH, CONDUIT ROAD.

A HOUSE in WONG-NEI-CHONG ROAD.

A HOUSE in RYAN TERRACE.

VOLUNTEER CORPS ORDERS.

The following programme of training for the four artillery companies is published for information.

1st period. Training of men as specialists. One fortnight commencing 31st August. Dates of attendance: 31st August, 2nd, 4th, 7th, 9th, and 11th September. Each company to provide 6 to 8 layers, 4 to 6 range-finders and 4 to 6 signallers. At end of fortnight Officers Commanding companies will be required to select 6 layers, 4 range-finders and 4 signallers.

2nd period. Special course for officers, N.C.O.'s and specialists. 1 week commencing 14th September. Dates of attendance: 14th, 15th, 16th and 18th September.

All officers and N.C.O.'s must attend all four parades in order that they may be competent to carry out their company training during the 4 following weeks.

The 6 layers, 4 range-finders and 4 signallers per company selected from those under training during the past fortnight must also attend all four parades.

Officers will practise setting up the stand, telescope and director, taking horizontal angles (aiming point to target), vertical angles (angles of sight) and solving triangles on the field plotter.

Preparation for opening fire: select the positions for the battery and observing station, decide by which method the fire will be observed and controlled, whether laying will be direct or indirect, determine the angle of sight, mark out line of fire or select aiming point, ascertain that trajectory will clear the crest or intervening obstacle.

Company Sergt-Major should be notetaker and assist the B.C. In case B.C. is unable to carry out his duties he should be able to carry on the firing until another officer arrives.

For the first 2 days this course will be divided into 2 classes. Officers, C.S.M.'s, range takers and signallers to work with observation of fire, instruments without guns.

N.C.O.'s AND GUNLAYERS.

1st day drill of gun, first 20 minutes instruction by R.A. Instructor then N.C.O.'s to take turns in instructing. Sergeants to learn Section Commander's duties in addition to those of No. 1.

2nd day gun drill instruction by N.C.O.'s in turn.

3rd and 4th days section drill for the whole course.

1st half hour Nos. 1 and 2 Companies.

2nd half hour Nos. 3 and 4 Companies.

3rd period. Company training.

4 weeks commencing 21st September.

Each company have one evening a week and all Officers, N.C.O.'s and men must attend the drill night of their company during the 4 weeks' company training.

All instruction during company training will be given by the officers of the company.

COMMERCIAL.

TO-DAY'S EXCHANGE.

London-Bank T.T.	1/9 1/2
Do. demand	1/9 1/2
Do. 4 months' sight	1/9 1/2
France-Bank T.T.	2/25
America-Bank T.T.	43 1/2
Germany-Bank T.T.	1/2
India T.T.	1/2
Do. demand	1/2
Shanghai-Bank T.T.	7/4
Singapore-Bank T.T.	7/4
Japan-Bank T.T.	88
Java-Bank T.T.	1/2
4 months' sight L/C	1/2
6 months' sight L/C	1/2
30 days' sight San Francisco & New York	4 1/2
4 months' sight do.	4 1/2
30 days' sight Sydney & Melbourne	1/10 1/2
4 months' sight France	2/30
6 months' sight do.	2/30
4 months' sight Germany	1/2
Bar Silver	44 1/2
Bank of England rate	2 1/2
Sovereign	51/05

SHIPPING AND MAILS.

MAILS DUE.

India (Arrival) 28th inst., morning.
German (Prins Regent Luitpold) 28th inst.

The Boston S.S. Co.'s *Suvaric* sailed from Manila on 26th inst., and may be expected here on 28th inst.

THE WEATHER.

The following report is from Mr F. G. Figg, Director of the Hongkong Observatory:—
On the 27th at 12.15 p.m.—The barometer is inclined to fall on the S. coast of China. It has risen moderately in N. Luzon.

The depression, which at present gives no indication of being a severe disturbance, has moved Westwards. It appears to be situated about 300 miles to the S.E. of Hongkong.

Pressure remains low over Manchuria and the N. part of the Sea of Japan, and high over the Pacific in the neighbourhood of the Bonins. Moderate to fresh N.E. winds may be expected in the Formosa Channel and along the Northern shores of the China Sea.

Red S. Cons and Drum-boiled (indicates a typhoon) to the S.E. of the Colony beyond 300 miles.

Hongkong Rainfall for the 24 hours ending at 10 a.m. to-day, 0.0 inches.

FORECAST.

1.—Hongkong and Neighbourhood, N.E. winds, probably freshening; unclouded, shewery.
2.—Formosa Channel, same as No. 1.
3.—South coast of China between Hongkong and Lanchow, same as No. 1.
4.—South coast of China between Hongkong and Lanchow, same as No. 1.

PHILIPPINE BARGES CONTRACT.

SHANGHAI AWARDED CONTRACT.

The Shanghai Dock and Engineering Company has been awarded the contract for eight steel lighters for use by the Quartermaster's Department at Manila. The cost of the lighters will be \$75,000, and they are to be set up in Manila. According to the terms of the contract four of the lighters will be ready for delivery by December 1; and the remaining four by February 15.

TYPHOON WARNINGS.

The telegrams quoted below have been received from the Manila Observatory at the U.S. Consulate-General:—

July 26th, 1908, at 9.50 a.m.

Cyclone or typhoon near or over Ballintang Channel direction unknown.

July 27th, 11 a.m.

Cyclone or typhoon, West of Ballintang Channel, moving West.

Shipping.

Arrivals.

Laertes, Br. s.s., 1,310, H. C. D. Frampton, 25th July, Saigon 21st July, Gen.—Wo Fat Sing.	
Yorofa Maru, Jap. s.s., 4,165, K. Sato, 25th July, Moji 20th July, Coal.—N. Y. K.	
Niagpo, Br. s.s., 1,228, Richards, 25th July, Newchwang 17th July, and Chefoo 19th, Gen.—B. & S.	
Shantung, Br. s.s., 1,833, Scott, 25th July, from Java, Sugar.—B. & S.	
Gregory Apar, Br. s.s., 2,901, S. H. Nelson, 26th July, Moji 21st July, Coal and Gen.—D. S. & Co., Ltd.	
Taihuo, Ch. s.s., 1,216, Milligan, 26th July, Shanghai 22nd July, Gen.—C. M. S. N. Co.	
Triumph, Ger. s.s., 750, Hansen, 26th July, Haiphong and Hoibow 25th July, Gen.—J. & Co.	
Agamemnon, Br. s.s., 4,461, D. Robinson, 26th July, Shanghai 23rd July, Gen.—B. & S.	
Pongtong, Ger. s.s., 998, W. Bafelühr, 26th July, Bangkok 19th July, Rice and Meal.—B. & S.	
Hainan, Br. s.s., 1,183, J. S. Roach, 26th July, Fochow and Amoy 23rd July, Tea and Gen.—D. L. & Co.	
Kobichang, Ger. s.s., 1,792, C. Roslinsky, 26th July, Bangkok 19th July, and Hoibow 25th, Rice.—B. & S.	
Haangchow, Br. s.s., 999, Mawley, 26th July, Chinkiang 22nd July, Rice.—B. & S.	
Amara, Br. s.s., 1,526, C. J. Matlock, 26th July, Canton 25th July, Coal.—J. & Co.	
Liangchow, Br. s.s., 1,215, H. Harder, 26th July, Canton 25th July, Gen.—B. & S.	
Mongolia, Am. s.s., 8,750, H. E. Morton, 27th July, San Francisco 30th July, Honolulu 6th July, Yokohama 26th, Kobe 20th, Nagasaki 21st, and Shanghai 24th, Mail and Gen.—P. M. S. S. Co.	
Chihli, Br. s.s., 1,192, J. Warrack, 27th July, Haiphong 22nd July, Pakhoi 23rd, and Hoibow 26th, Rice and Gen.—B. & S.	
Taiyuan, Br. s.s., 1,459, L. Dawson, 27th July, Sydney 4th July, and Manila 24th, Gen.—B. & S.	

Clearances at the Harbour Office.

Taihuo, for Canton.	
Taihuo, for Swatow.	
Shantung, for Canton.	
Yorofa Maru, for Singapore.	
Talkoan Maru, for Kuchinotsu.	
Schuykill, for Manila.	
Hainan, for Kwong-chow-wan.	
Chihli, for Haiphong.	

Departures.

Prins Stjepan, for Yokohama.	
Yorofa Maru, for Swatow.	
Mandarin Maru, for Kuchinotsu.	
Rojaburi, for Swatow.	
Samsen, for Swatow.	
Anna, for Canton.	

Passengers arrived.

Per Laertes, from Saigon—300 Chinese.

Per Chihli, from Haiphong, &c.—Mr. Emilio Calvirio.

Per Kohichang, from Bangkok, &c.—Messrs. W. Meyer and H. Alf.

Per Hainan, from Coast Ports—Mr. Ross, Mr. and Mrs. J. J. Woodruff, and 30 Chinese.

Per Taiyuan, from Australian Ports—Messrs. McKenzie, Medley, R. F. Heron, T. Brown, Sprungli, Mrs. Guioyle, Mr. and Mrs. Miss Fanlo, 48 Chinese, and Japanese.

Per Mongolia, from San Francisco—Messrs. Maurice P. Alger, Chas. J. Anderson, Wm. Rider Babcock, Mr. and Mrs. J. W. Bay, Eugene Behrardt, Frank L. Blessing, Mrs. M. Bogard, Mr. Olney Bondurant, Miss E. Bott, Mr. and Mrs. H. M. Calk, Miss Hazel Call, Messrs. E. Danenberg, Karl Eubank, Misses Jane S. Fair, E. Florentino, Charlotte Flinlay, W. J. Gilbrath, H. W. Gordon, Mattie Green, J. M. H. N. Graves, Col. W. C. Greene, Miss E. A. Greene, M. Heard, F. M. Johnson, Kuan Tung Sing, Miss G. Lamas, W. J. Larkin, Mr. Ruben Larson, Miss Eleanor de Leon, Messrs. F. W. Livingston, E. E. Marr, B. G. Marsh, Mr. and Mrs. C. G. McClean, Messrs. H. Minutun, Lloyd Newland, Mrs. F. Prichett, Quang Kwong Tong, Mr. and Mrs. J. F. Richardson, Mr. Stephen Ritchey, Miss J. H. Ritchey, Rev. J. W. Robinson, Messrs. A. B. Segur, C. Shea, J. W. Simpson, Miss L. Sloan, Mr. and Mrs. W. M. Shuster and 2 children, Miss L. and C. Shuster, Messrs. A. Smith, R. E. Terry, H. G. Upham, Miss Blanche Walker, and Mr. Wm. Wooden. From Honolulu—Misses E. A. Freney, A. J. Gault, and Mr. Leong Yew. From Yokohama—Miss A. Schoch, and Mr. Cho Ko Kau. From Kobe—Lieut. and Mrs. R. Butler, U.S.A., and Lieut. E. Lewis, U.S.A. From Nagasaki—Messrs. P. Carter and J. O. Joughin. From Shanghai—Mr. and Mrs. L. G. Adams, General Broadwood, Mr. A. L. Butler, Mr. and Mrs. W. J. Gresson, servant and maid, Mrs. R. Irwin, Mr. J. Morton, Jr., Mr. and Mrs. V. Oulander, Messrs. S. Minamura, J. Noura, and Lee Su Shoe.

Passengers departed.

Per Empress of China, for Shanghai, &c.—Miss May Jack, Master J. M. Jack, Mr. and Mrs. J. M. Jack, and 30 Chinese.

Master J. Patterson, Mr. and Mrs. Whitman, Mr. A. C. Sandford, Mrs. Craddock, Miss K. Craddock, Mr. and Mrs. Dean Avery, Miss Robinson, Messrs. E. Neubauer, Felix Walk, Miss Whelan, Mr. and Mrs. Dunn, Mr. Bonnard, Mrs. de Canoville, Mr. Jas. de Canoville, Mrs. Girody and 7 children, Mrs. Blakely, Mrs. Egan, Mr. and Mrs. Josephson, Mr. and Mrs. A. G. Gordon and 2 children, Mrs. H. H. Allen, Mr. Hargreaves, Lieut. R. D. Bennett, Wan, Webster, Thorvalle, C. Johnson, Clarke, Hearn and San Song To.

Shipping Reports.

Str. Laertes, from Saigon:—Fresh monsoon and fine.

Str. Kohichang, from Bangkok and Hoibow:—Fine weather.

Str. Triumph, from Haiphong and Hoibow:—Fresh S.E. winds.

Str. Mongolia, from San Francisco, &c.:—Fine weather from Shanghai.

Str. Taihuo, from Shanghai:—Strong monsoon to Ockee, thence light winds and cloudy weather to port.

Str. Hainan, from Fochow to Amoy:—Light S.W. wind, smooth sea and clear weather; Amoy to Hongkong, heavy S.W. swell moderate S.W. wind, encountered for between the Brothers Island and Breaker Point Lighthouse.

VESSELS IN PORT.

Asia, Br. s.s., 4,975, Harry Cankroger, 19th July, San Francisco 33rd July, via Honolulu 29th, Yokohama 11th, Kobe 13th, Nagasaki 14th, and Shanghai 17th, Mail and Gen.—O. & S. S. Co.	
Bangkok, Ger. s.s., 1,537, T. Nicolaisen, 19th July, Bangkok 9th July, Rice and Meal.—B. & S.	
Batra, Br. s.s., 2,494, Watley, 24th July, New York 7th May, and Durban 28th June, Case Oil.—S. O. Co.	
Bujan Maru, Jap. s.s., 1,311, M. Nemoto, 25th July, Swatow 24th July, Gen.—O. S. K. Childer, Nor. s.s., 1,121, H. Nielsen, 10th July, Saigon 6th July, Rice.—Aagaard, Thoresen & Co.	
Christian Bora, Nor. s.s., 2,789, E. Hille, 25th July, Canton 19th July, Kuchinotsu 20th June, Coal.—Waller & Co.	
Confidant, Br. s.s., 4,897, J. Wiseman, 25th July, Moji 20th May, Coal.—M. B. K. Dakotai, Br. s.s., 2,503, Ross, 24th July, from San Francisco, Bulk Oil.—S. O. Co.	
Eastern, Br. s.s., 2,272, W. G. McArthur, 25th July, Sydney 4th July, Brisbane 6th, Port Darwin 14th, Dilly (Timor) 16th, and Manila 22nd, Gen.—G. L. & Co.	
Fausang, Br. s.s., 1,044, H. S. Malkins, 24th July, Shimonski 18th July, Coal.—J. M. & Co.	
Hinsang, Br. s.s., 1,216, A. G. Smith, 26th July, Canton 19th July, Gen.—J. M. & Co.	
Hupoh, Br. s.s., 1,205, G. J. Spick, 24th July, Haiphong 19th July, and Macao 23rd, Rice and Gen.—B. & S.	
Ichang, Br. s.s., 1,228, L. Jones, 21st July, Canton 21st July, Gen.—B. & S.	
Kailong, Br. s.s., 998, H. Mathias, 21st July, Cebu and Hoilo 20th July, Sugar.—B. & S.	
Laiyang, Br. s.s., 2,224, J. E. Todd, 20th July, Canton 5th July, Penang and Singapore 15th, Gen.—J. M. & Co.	
Kanai, Br. s.s., 1,142, J. Speed, 22nd July, Canton 22nd July, Gen.—B. & S.	
Keong Wai, Ger. s.s., 1,115, J. Köhler, 23rd July, Bangkok 16th July, Rice.—B. & S.	
Manche, Fr. s.s., 1,055, 24th July, Saigon 21st July, Rice.—M. M.	
Mausang, Br. s.s., 1,044, Weigall, 17th July, Sandakan 11th July, Timber, and Gen.—J. M. & Co.	
Nunantia, Ger. s.s., 2,804, H. Feldmann, 21st July, Portland, Or. 20th June, and Moji 16th July, Flour.—P. & A. S. S. Co.	
Prometheus, Nor. s.s., 1,023, O. Kornelissen, 9th July, Saigon 4th July, Rice.—Aagaard, Thoresen & Co.	
Ragnor, Nor. s.s., 1,220, Neilten, 9th July, Swatow 8th July, Ballast.—Aagaard, Thoresen & Co.	
Reidar, Nor. s.s., 3,200, C. Stangebye, 12th July, Moji 5th July, Coal.—B. & S.	
Schuykill, Br. s.s., 3,343, M. Anderson, 25th July, Shanghai 21st July, Gen.—S. O. Co.	
Seirstad, Nor. s.s., 617, S. Tananger, 16th July, Bangkok 8th July, Rice and Gen.—G. L. & Co.	
Shanai, Br. s.s., 1,228, F. Boyd, 20th July, Canton 19th July, Gen.—B. & S.	
Sheila, Br. s.s., 2,236, T. Ogilvy, 9th July, Pucet Sound 3rd June, Flour.—D. & Co., Ltd.	
Signal, Ger. s.s., 843, G. Schalkie, 17th July, Saigon 13th July, Rice.—J. & Co.	
Standard, Nor. s.s., 3,395, H. N. Jull, 17th July, Singapore 10th July, Gen.—Waller & Co.	
Taiwan, Br. s.s., 1,200, J. A. Martin, 23rd July, Bangkok 16th July, Rice.—Order.	
Talkoan Maru, Jap. s.s., 3,216, I. Fukun, 25th July, Kuchinotsu 19th July, Coal.—M. B. K.	
Tean, Br. s.s., 1,346, Overbridge, 24th July, Moji 20th July, Gen.—B. & S.	
Telemaquia, Br. s.s., 1,349, I. Williamson, 22nd July, Saigon 17th July, Gen.—Wo Fat Sing & Co.	
Tjibodas, Dut. s.s., 2,249, P. Zwart, 20th July, Moji 14th July, Coal and Gen.—J. C. I. L.	
Vandalia, Ger. s.s., 4,178, Kerberg, 24th July, Saigon 20th July, Gen.—H. A. L.	

SAILING VESSELS.

Farang, Br. schooner 86, Oliver, 7th July, Yap 31st May, Gen.—Mr. G. P. Lammert.

Juteopolis, Br. ship, 2,400, Stewart, 5th June, San Francisco 5th April, Case Oil.—S. O. Co.

The Ship's Sailing Canal.

9th June—Banjar, Surala, Colombo Maru, Glentworth, Prins Ludwig, 12th June—Tudor Prince, Kamahira Maru, Kaitow, P. E. Friedrich, Sialita, (Ger.) Sanku Maru, Tournais, 16th June—Glenroy, Persia, Sikh, 19th June—Indien, Filistina, Syria, Yarra, Cyclops, 23rd June—Schornhorst, Beaulieu, Japan, Errol, Ping Seng, Sialita, Vandalia, 26th June—Kungwa, Acland, Bulow, Bombay Maru, Arango, 27th June—Sialita, Sialita, 30th June—Surala, Glentworth, Glentworth, 1st July—Ceylon, Justia, Ernest Simon, Pak Ling, Nyansa, 7th July—Bangla, Indrawadi, Saluma, Prins Regent Luitpold, Sialita, Sialita, Yang Yara, 10th July—Dudhghat, Sumatra, Yarra, Myrmidon, Prins, Tamba Maru, 14th July—Diamant, Glentworth, Prins Heinrich, Cathay, Glentworth, Kungwa Maru, 17th July—Amoy, Indrawadi, Sialita, Sialita, Sialita, 20th July—Bangla, Indrawadi, Saluma, Prins Regent Luitpold, Sialita, Sialita, Yang Yara, 23rd July—Bangla, Indrawadi, Saluma, Prins Regent Luitpold, Sialita, Sialita, Yang Yara, 26th July—Bangla, Indrawadi, Saluma, Prins Regent Luitpold, Sialita, Sialita, Yang Yara, 29th July—Bangla, Indrawadi, Saluma, Prins Regent Luitpold, Sialita, Sialita, Yang Yara, 31st July—Bangla, Indrawadi, Saluma, Prins Regent Luitpold, Sialita, Sialita, Yang Yara.	
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Arrivals at Hongkong—9th June—Yorofa Maru, 12th June—Prins Ludwig, 15th June—Prins Ludwig, 18th June—Prins Ludwig, 21st June—Prins Ludwig, 24th June—Prins Ludwig, 27th June—Prins Ludwig, 30th June—Prins Ludwig, 3rd July—Prins Ludwig, 6th July—Prins Ludwig, 9th July—Prins Ludwig, 12th July—Prins Ludwig, 15th July—Prins Ludwig, 18th July—Prins Ludwig, 21st July—Prins Ludwig, 24th July—Prins Ludwig, 27th July—Prins Ludwig, 30th July—Prins Ludwig, 3rd August—Prins Ludwig, 6th August—Prins Ludwig, 9th August—Prins Ludwig, 12th August—Prins Ludwig, 15th August—Prins Ludwig, 18th August—Prins Ludwig, 21st August—Prins Ludwig, 24th August—Prins Ludwig, 27th August—Prins Ludwig, 30th August—Prins Ludwig, 3rd September—Prins Ludwig, 6th September—Prins Ludwig, 9th September—Prins Ludwig, 12th September—Prins Ludwig, 15th September—Prins Ludwig, 18th September—Prins Ludwig, 21st September—Prins Ludwig, 24th September—Prins Ludwig, 27th September—Prins Ludwig, 30th September—Prins Ludwig, 3rd 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SHARE QUOTATIONS.

Supplied by Messrs. E. S. KADOORIE & Co. Corrected to noon after alterations given under "Commercial Intelligence," page 5.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	POSITION AT LAST REPORT RESERVE	AT WORKING ACCOUNT.	LAST DIVIDEND.	APPROXIMATE DIVIDEND AT PRESENT QUOTATION. BASED ON LAST YEAR'S DIV.	CLOSING QUOTATIONS.
BANKS.								
Hongkong & Shanghai Banking Corporation	125,000	\$125	\$125	{ \$1,500,000 \$15,500,000 \$10,000,000 }	\$2,000,387	{ Final of £3 on old and £1.10/- on new shares for 4-year ending 31.12.07	6 %	{ \$770 buyers London £80
Nations Bank of China, Limited	99,925	£7	£6	{ £4,000 £150,000 }	\$10,323	\$1 (London 3/6) for 1903	...	\$10
MARINE INSURANCES.								
Canton Insurance Office, Limited	10,000	\$250	\$50	{ \$1,500,000 \$19,000 \$408,000 £125,000 }	none	\$20 for 1906	9 %	\$220
North China Insurance Company, Limited	10,000	£15	£5	{ Tls. 100,000 Tls. 48,944 }	Tls. 204,444	Interim of 7/6 ex 2/5 for 1907	6 %	Tls. 77 buyers
Union Insurance Society of Canton, Limited	12,400	\$250	\$100	{ \$3,000,000 \$302,418 £19,000 \$727,000 }	\$2,506,011	{ Final of \$15 making \$45 for 1906 and Interim of 3/30 for 1907	5 1/2 %	\$785
Yangtze Insurance Association, Limited	12,000	\$100	\$60	{ \$1,000,000 \$100,000 \$85,157 \$1,000,000 }	\$501,763	\$10 and bonus \$5 for 1906	9 1/2 %	\$162 1/2 sales
FIRE INSURANCES.								
China Fire Insurance Company, Limited	20,000	\$100	\$50	{ \$1,000,000 \$100,000 \$113,800 }	\$172,432	\$5 and bonus \$2 for 1906	8 1/2 %	\$92 1/2
Hongkong Fire Insurance Company, Limited	8,000	\$250	\$50	{ \$1,325,941 }	\$128,027	\$27 for 1906	8 1/2 %	\$315 buyers
SHIPPING.								
China and Manila Steamship Company, Limited	30,000	\$25	\$25	{ \$7,000 \$26,000 }	\$1,035	\$1 for 1906	...	\$15
Douglas Steamship Company, Limited	20,000	\$50	\$50	{ \$10,000 \$10,000 }	Nil	\$4 for year ending 30.6.1907	10 1/2 %	\$38
Hongkong, Canton & Macao Steamboat Co., Ltd.	80,000	\$15	\$15	{ \$575,000 \$75,000 \$20,000 }	\$16,437	{ \$12 for and half-year making in all \$24 for year ending 31.12.07	7 1/2 %	\$29
Indo-China Steam Navigation Co., Ltd. (Preferred) ..	60,000	£5	£5	{ £10,000 £4,000 }	£1,055	{ 6/- for 1907 on Preference shares only @ ex 1/9 11/16=33.15	5 1/2 %	{ \$4 buyers \$20 buyers
Shanghai Tug and Lighter Company, Limited	200,000	Tls. 50	Tls. 50	{ Tls. 75,000 £400,000 £1,211 }	Tls. 14,510	{ Final of Tls. 12 making Tls. 24 for 1907 Second Interim of 1/- (Coupon No. 9) for a/c 1907	7 1/2 %	Tls. 46 buyers
"Shell" Transport and Trading Company, Limited ..	1,000,000	£1	£1	{ £1,211 £55,000 £47,211 }	\$98	{ \$1.00 for year ending 30.4.1908 \$0.50	{ 4 1/2 % 3 1/2 % }	{ \$25 \$15
"Star" Ferry Company, Limited	10,000	\$10	\$5	{ Tls. 14,000 Tls. 60,000 Tls. 10,000 Tls. 1,000 Tls. 17,142 \$20,518 }	T 6,869	{ Final of Tls. 24 making Tls. 5 for 1907	12 1/2 %	Tls. 48 sales
REFINERIES.								
China Sugar Refining Company, Limited	20,000	\$100	\$100	{ \$1,000,000 \$56,848 }	Dr. \$279,371	\$8 for year ending 31.12.06	...	\$130
Luxon Sugar Refining Company, Limited	7,000	\$100	\$100	{ none }	Dr. \$135,131	\$1 for 1907	...	\$22
Perak Sugar Cultivation Company, Limited	7,000	Tls. 50	Tls. 50	{ Tls. 100,000 }	Tls. 9,171	Tls. 4 (8 %) for year ending 31.8.06	...	Tls. 95 sellers
MINING.								
Chinese Engineering and Mining Company, Ltd.	100,000	£1	£1	{ £150,000 £12,219 }	£11,556	Interim of 1/6 (No. 10) for account 1908	7 1/2 %	Tls. 25 1/2 buyers
Raub Australian Gold Mining Company, Limited ..	50,000	£1	£1	{ £4,871 }	£11,358	No. 12 of 1/-=48 cents	...	\$7
DOCKS, WHARVES & GODOWNS.								
Fenwick (Gen.) & Co., Limited	18,000	\$15	\$5	{ \$53,601 }	\$3,726	\$1.75 for year ending 31.12.06	...	\$13
Hongkong & Kowloon Wharf and Godown Co., Ltd.	60,000	\$10	\$10	{ \$10,000 \$26,816 \$20,000 }	\$3,556	{ Final of \$4 making \$34 for 1907	7 1/2 %	\$48
Hongkong and Whampoa Dock Company, Ltd.	50,000	\$50	\$50	{ \$10,000 \$163,601 \$150,000 }	\$441,442	{ Final of \$4 making \$8 for 1907	7 1/2 %	\$103
Shanghai Dock and Engineering Co., Ltd.	55,700	Tls. 100	Tls. 100	{ Tls. 1,000,000 Tls. 607,217 Tls. 75,000 Tls. 125,000 }	Tls. 33,742	{ Final of Tls. 24 making in all Tls. 5 for year ending 30.4.08	6 %	Tls. 85
Shanghai and Hongkew Wharf Company, Limited ..	30,000	Tls. 100	Tls. 100	{ Tls. 607,217 Tls. 75,000 Tls. 125,000 }	Tls. 22,626	{ Final of Tls. 9 making Tls. 17 for 1907	8 1/2 %	Tls. 202 1/2 sellers
LANDS, HOTELS & BUILDINGS.								
Anglo-French Land Investment Co., Ltd.	25,000	Tls. 100	Tls. 100	{ Tls. 25,000 \$30,000 }	Tls. 6,532	Tls. 6 for 1907	6 %	Tls. 201 sales
Astor House Hotel Company, Limited (Shanghai) ..	30,000	\$25	\$25	{ \$30,000 \$1,000 }	\$10,908	\$2 1/2 for year ending 30.6.07	11 1/2 %	\$10 sellers
Central Hotel, Limited	50,123	\$15	\$15	{ \$1,000 \$648,975 }	\$9,178	\$1.50 for 1906	...	\$102 sellers
Hongkong Hotel Company, Limited	12,000	\$50	\$50	{ \$37,000 }	\$252	{ Final of \$34 making \$74 for 1907 Final of \$34 making in all \$7 for year ending 31.12.07	8 1/2 %	\$90 sellers
Hongkong Land Investment and Agency Co., Ltd.	50,000	\$100	\$100	{ \$250,000 \$227,446 \$50,000 }	\$36,015	{ Final of \$34 making in all \$7 for year ending 31.12.07	7 1/2 %	\$98 buyers
Humphreys Estate & Finance Company, Limited ..	150,000	\$10	\$10	{ none }	\$4,621	70 cents for 1907	6 1/2 %	\$102
Kowloon Land and Building Company, Limited	6,000	\$50	\$50	{ none }	\$653	\$14 for 1907	6 1/2 %	\$27
Shanghai Land Investment Company, Limited	78,000	Tls. 50	Tls. 50	{ Tls. 1,523,041 Tls. 170,000 }	Tls. 107,547	{ Interim of Tls. 3 for account 1908 Final of \$2.10 making in all \$4.10 for year ending 31.12.07	6 1/2 %	Tls. 119 s. ex d.
West Point Building Company, Limited	12,500	\$50	\$50	{ none }	\$1,541	{ Final of \$2.10 making in all \$4.10 for year ending 31.12.07	8 1/2 %	\$48
COTTON MILLS.								
Ewo Cotton Spinning and Weaving Company, Ltd.	15,000	Tls. 50	Tls. 50	{ Tls. 150,000 Tls. 45,919 }	Tls. 8,807	Tls. 2 1/2 for year ended 31.10.1907	4 %	Tls. 63 1/2 sales
Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited	125,000	\$10	\$10	{ \$300,000 }	\$14,269	30 cents for year ending 31.7.07	4 1/2 %	\$11
International Cotton Manufacturing Company, Ltd.	10,000	Tls. 75	Tls. 75	{ Tls. 150,000 }	Tls. 85,519	Tls. 6 for year ended 30.9.06 (8 %)	...	Tls. 67 1/2 sellers
Loan-kuang-nan Cotton Spinning & Weaving Co., Ltd.	8,000	Tls. 100	Tls. 100	{ none }	Tls. 6,301	Tls. 8 for 1906	...	Tls. 85
Soy Chee Cotton Spinning Company, Limited	2,000	Tls. 500	Tls. 500	{ Tls. 26,231 }	Tls. 50,003	Tls. 50 for 1906	...	Tls. 242 1/2 sellers
MISCELLANEOUS.								
Bell's Asiatic Eastern Agency, Limited	8,604	12/6	12/6	{ £1,200 £25,000 }	£618	1/3 per share for 1906	9 %	\$71
China-Borneo Company, Limited	60,000	\$12	\$12	{ none }	Nil	\$1.20 for 1907	11 1/2 %	\$71 1/2
China Light and Power Company, Limited	50,000	\$10	\$10	{ none }	\$25,000	60 cents for year ended 28.2.06	...	\$61
China Provident Loan & Mortgage Company, Ltd.	125,000	\$10	\$10	{ \$120,000 \$90,000 \$5,000 }	\$2,593	60 cents for 1907	8 1/2 %	\$91
Dairy Farm Company, Limited	25,000	\$7 1/2	\$6	{ \$120,000 \$5,000 }	\$2,974	\$1.30 for year ending 31.7.07	6 1/2 %	\$20
Green Island Cement Company, Limited	400,000	\$10	\$10	{ \$1,200,000 \$5,000 }	\$1,078	{ Final of 75 cents making in all \$14 for 1907 75 cents for 9 months ending 31.12.07	11 1/2 %	\$104 sales
H. Price & Company, Limited	12,000	\$10	\$10	{ \$5,000 }	\$251	\$2 for year ending 28.2.08	8 %	\$12 buyers
Hall & Holt, Limited	21,000	\$20	\$20	{ \$186,000 }	\$8,977	\$1 and bonus 20 cts. for year ending 29.2.08	10 %	\$194 buyers
Hongkong Electric Company, Limited	60,000	\$10	\$10	{ none }	\$9,321	Final of \$15 making in all \$10 for 1907	8 %	\$16
Hongkong Ice Company, Limited	5,000	\$25	\$25	{ \$120,000 none }	\$4,578	Interim of \$1 for account 1908	8 %	\$235 buyers
Hongkong Rope Manufacturing Company, Ltd.	61,000	\$10	\$10	{ Tls. 547,500 Tls. 27,601 }	Tls. 17,127	Interim of Tls. 10 for 2nd quarter	6 %	Tls. 555 buyers
Maatschappij tot Mijn. Borch en Lampenverf. exploitatie in Langkat, Limited	25,000	Ga. 100	Ga. 100	{ Tls. 547,500 Tls. 27,601 }	Tls. 17,127	{ 80 cents on fully paid shares and 6 cents on \$1 paid shares for year ending 30.4.08	6 %	\$14
Peak Tramways Company, Limited	25,000	\$10	\$10	{ \$5,000 }	\$7,471	None	...	\$8
Peak Tramways Company (new)	50,000	\$10	\$10	{ none }	Nil	{ Final of Tls. 4 making Tls. 7 1/2 for 1907	6 1/2 %	Tls. 116 sellers
Philippine Company, Limited	75,000	\$10	\$10	{ none }	Nil	{ Final of Tls. 9 making in all Tls. 14 for 1907	15 %	Tls. 93 buyers
Shanghai Gas Company, Limited	34,000	Tls. 50	Tls. 50	{ Tls. 100,000 Tls. 24,820 Tls. 75,000 }	Tls. 6,603	{ Final of 37/6 making 52/6 for 1907	...	Tls. 400 sales
Shanghai-Sumatra Tobacco Company, Limited	10,000	Tls. 20	Tls. 20	{ Tls. 190,000 Tls. 15,291 Tls. 4,000 }	Tls. 58,333	None	...	\$23
Shanghai Waterworks Company, Limited	16,150	£20	£20	{ Tls. 190,000 Tls. 15,291 Tls. 4,000 }	Tls. 58,333	40 cents for year ending 31.5.07	6 1/2 %	\$6
South China Morning Post, Limited	5,000	\$25	\$25	{ none }	\$9,231	Tls. 64 for year ending 30.4.07	4 1/2 %	Tls. 57 sellers
Steam Laundry Company, Limited	1,000	\$5	\$5	{ Tls. 15,291 Tls. 4,000 }	2478	50 cents for 1907	4 1/2 %	\$11
Tientsin Waterworks Company, Limited	7,000	Tls. 100	Tls. 100	{ Tls. 15,291 Tls. 4,000 }	Tls. 201	{ 80 cents on 5,000 ord. shares and \$19.50 on 100 Founders shares for yr. end. 31.5.07 Final of 50 cents=3 1/2 =making 60 cents for year ending 31.12.07	6 %	\$10 sellers
Union Waterboat Company, Limited	50,000	\$10	\$10	{ none }	\$1,360	{ Final of 50 cts. making 80 cts. for the year ended 30th June, 1906	...	\$5 buyers
United Asiatic Oriental Agency, Limited	10,000	\$10	\$10	{ \$50,000 \$25,000 }	\$6,438			
Watson, (A.S.) & Co., Limited	90,000	\$10	\$10	{ none }	\$41			
William Forell, Limited	15,000	\$10	\$10	{ none }	\$41			

* These shares are entitled to half of the profits.

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Hongkong, 16th May, 1907.

Don't Worry.

Don't Worry.

WHY WORRY?

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YES, WHY WORRY?

About your Business, Health, Pleasures, Friends Abroad, your Love Affairs and Chances in Life.

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